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November 19, 1920, Temperature 69 Barometer 29.90 Rainfall 0.01 inch. Humidity 95. November 19, 1919, Temperature 76

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KOWLOON OFFICERS' MESS BURGLED.

Lieut. H. J. Mortimer, of the R.G.A. Officers' Mess, Kowloon, reported to the police that about 12.30 p.m., on November 16, a thief broke into the wine room and stole 12 bottles of champagne valued at $72. About 4 p.m., on the 17th the room was again entered and six more bottles were stolen. Yesterday morning, about 9 o'clock when he checked the stock in the wine room, three other bottles of champagne were discovered missing. He has no clue as to the identity of the thief.

A WOMAN'S CLUB.

MAN'S IMPRESSIONS.

HATS AND HIGH POLITICS.

I have just returned, says Peter Guiness in the *Sunday Chronicle*, from lunching with young niece Nancy at her club, an invitation accepted not without protest on my part that she should dine with me at some restaurant where a dinner worth eating would be assured.

To my surprise, Nancy's club proved to be not a teashop, cream puff and chatter kind of place, but a dignified, spacious building in a district hitherto regarded as a preserve for clubs frequented by the highly exclusive man about town. Its marble-pillared hall was as impressive as that of any club in Piccadilly and Pall Mall, as businesslike with its uniformed porter and quiet, efficient pages, and its lounge as comfortable in a gentlemanly way, with its huge leather-covered armchairs and sofas, its newspapers and ashtrays within easy reach.

A tape machine ticked intermittently in one corner, while several women, gathered round it, watched eagerly for the results of the afternoon racing. One, busy with calculations in a notebook, perched on the club fender with her feet up; another made excursions to the telephones and came back with whispered tips. She had won £20 already that afternoon she confided to Nancy with an entire lack of excitement.

The gamblers occasioned no comment among the members coming and going in the lounge. Few of the members were young girls ("Youngsters can't afford," was Nancy's succinct explanation of this fact), but the majority were youngish and all were smartly dressed and attractive.

Groups sat about discussing hats and high politics, with equal interest. Every woman was smoking and each had obvious preferences among the many brands of cigarettes stocked in the club, and an equally eclectic taste in cocktails.

"Everybody smokes everywhere," was my niece's amused answer to my mute question; confirmed during the afternoon by my own observation in a swift tour of inspection of the three dining-rooms (members', guests' and buffet), the library, writing-room, card-room, and admirably equipped billiards-room, where a game of snooker was in progress.

"Back in the lounge again I learned that the people there included several women whose work had brought their names into some prominence. One was a famous woman traveller, another a doctor; two pretty young women with heads close together in eager discussion of Irish politics were among the most admired novelists of the day.

So like a man's club is this new club of Nancy's, yet how different in its fundamentals! A man's club is a peaceful refuge, a haven in which he can escape from society. To a woman a Club is a stimulus, a place of activity, of fierce exchange of new ideas rather than of placid inanities or happy silence.

Nancy's avowed reasons for joining a Club were these—because the food is good; because she can there talk to a friend without having to include all her family circle; and because she can entertain a man so that it is impossible for him to pay.

THE BANQUE INDUSTRIELLE DE CHINE begs to inform the Holders of the Temporary Bonds of the CREDIT NATIONAL 1919, which have been subscribed through us, that same must be exchanged in our PARIS OFFICE for definite bonds before March 1921.

OIL FUEL.

DANGER IN HARBOUR.

A POSSIBLE WAY OUT.

Many years ago—in 1747 to be exact—the good Mrs. Glasse published her excellent cookery book. As far as its contents are concerned it is, of course, considered to be hopelessly out of date by every house-wife of to-day, and therefore we presume that it is never read. But it contains some good horse-sense, and we should strongly recommend many of our British harbour authorities to turn up the recipe for jugged hare, and to note that the first operation is to catch your hare.

We are reminded of the book by the action of the harbour authorities of Southampton, who have recently passed a series of regulations to prevent oil of any sort finding its way into the waters under their control, to the very grave danger of shipping at large. Some of the clauses are wise enough, to prevent oil fuel being shipped at night when it is impossible to control the operation and to ensure that the pipes and hoses are in good condition. It is with the clause which very properly imposes a hundred pound fine for the offence of pumping oil fuel into the harbour that we have some sort of a quarrel, says the *Journal of Commerce*.

The fine is quite right and proper, the trouble is that it will do very little good. Anybody who has had the job of enforcing this sort of regulation could have explained to the authorities the difficulties of the job of catching the right man. By the time it is discovered in the morning, oil that has been pumped out soon after nightfall will have floated right away from the guilty ship and probably fetched up in some quiet corner of the dock, offering damning evidence against some vessel which has had absolutely nothing to do with it. The task of detecting the offender red-handed is practically an impossible one, the chances are all on his being able to escape undetected unless one of his men gives him away.

Talking of the morality of the offence is wasting time, if a man does not realise the danger of the practice to himself and his neighbours through the medium of his own commonsense, he is unlikely to be any better for having it carefully explained to him. Therefore the only useful thing to do is to consider why it is done and how best to remove the reasons.

One of the unavoidable disadvantages of liquid fuel is that there is always a fair possibility of oil escaping and finding its way into the bilges. Once it is there the seaman's desire to be rid of it is a very natural one, and no blame can be attached to him for it. But how to get rid of it is rather a different matter. The stupidly careless man thinks no more about the matter but simply pumps it out at the first opportunity. Happily he usually carries his carelessness to a point at which he neglects precautions against discovery, with the result that in the rare event of anybody being caught and punished it is usually one of this type, for whom there is no need to feel much sympathy.

But suppose the officer in question is a very different type, who quite realises the danger of oil floating on the waters of a port, and also quite realises the danger of keeping it in his own bilges what is he to do? That is a very easy question to ask, but it is very seldom easy to answer. To take his ship outside and pump it out in the tideway is what should be done, of course, but that is obviously outside the regions of practical politics. The owners would probably have something to say on the subject, and a smart, painstaking officer would be looking for a job—under sail or with coal-burning boilers strongly preferred.

On the other hand, he might get the master to hire a barge to come alongside and take the oily bilge-water aboard, then hire a tug to take it out to sea, and finally hire or purchase pumping gear to get rid of it. The master might do what was asked of him, and the owners might approve of the expense, some of them undoubtedly would, but on the other hand they might not.

As far as can be seen at the moment the remedy lies with the various port authorities, and the trouble and danger will exist until every one of them runs a hopper service by which the barges, towed or self-propelled, run alongside all oil-burning ships at stated times to receive their bilge. Whether the oil is worth collecting or filtering, or whether it is only fit to be pumped out, is a matter for the experts. Of course, the service would mean a considerable outlay, but in the long run it would prove to be far cheaper than only one big fire caused by floating oil. And how many of our harbours have taken this very ordinary precaution?

NOT FROM MARS.

MYSTERIOUS TICKINGS.

A FAIRY TALE EXPOSED.

The distinguished French scientist, Charles Nordman pokes a good deal of kindly fun at certain professors who recently made such an elaborate effort to be sociable in a conversational way with the Martians. In a recent article in the *Revue des deux Mondes*, he explains in a few luminous pages the entire undulatory theory as applied to light, heat and electricity, and gives the opinion, amounting in his own mind to absolute conviction, that the mysterious tickings which Mr. Marconi reported as having been heard at various wireless stations were Hertzian waves projected from the sun.

That they did not emanate from any terrestrial wireless stations was established by the fact that the moments of their reception did not correspond with the carefully recorded moments of emission from any station within wireless range of the instruments by which they were received. This raised the question: Did they come from electric reservoirs within our terrestrial atmosphere? This was answered in the negative because the minutely measured intensities of the mysterious signals were the same at points of reception thousands of miles apart.

Now, on the other hand, there is not a recorded instance of Hertzian waves of atmospheric origin having a range as extensive as those must have had which were received at the widely separated Marconi stations, and on the other hand it is established that waves whether Hertzian, luminous or sonorous, diminish in intensity in a proportion equal to the square of the distance from the point of emanation.

With every known possibility of terrestrial origin thus eliminated there only remained the inevitable conclusion that the strange Marconi signals came either from the sun or one of the planets or from interstellar space.

Over twenty years ago M. Nordmann put forward the theory that electric waves travelling with velocity identical with that of light waves were thrown off from the inconceivably violent cyclonic turmoil of the sun's surface just as they are thrown off in localised fields by our own atmospheric disturbances. In 1901 he conducted a series of experiments to establish the accuracy of this theory. He failed in the attempt, but he attributes the failure to the inadequacy of the instruments then available to record the suns' electric impulses, greatly diminished, as they theoretically were, by the gaseous tenuity of the outer surface of the earth's atmosphere.

But the development of wireless telegraphy, with the greatly enhanced delicacy of instruments now in use, has changed all that. So M. Nordmann remains fully convinced that the mysterious Marconi signals were the electric sun waves, which his own instruments would have recorded had they been as delicate as those used in wireless transmission. Indeed, he can only see the amusing side of the fairy tale assumption that the key to the mystery was an attempt of Martians to talk with Terrestrians. He says:—

"Before attributing Hertzian signals coming incontestably from celestial space to I know not what interplanetary conversation, to I know not what amicable telepathically telegraphic correspondence of astral neighbours, it would have been much simpler to have sought the cause in known natural phenomena."

COINAGE QUESTION.

POPULAR DEMAND.

NEW 1½d. COIN SUGGESTED.

The Government at home is faced with a popular demand for a new 1½d. coin in order to meet charges on the underground railways, buses and trams. There appears to be some little difficulty in minting such a coin and as one authority writes:—

"A new coin with the value of 1½d. could not be made in bronze, as it would be too clumsy for general use, and the question would be of what metal it could be made without it coinciding with the size of one of the other coins. If made of nickel it would probably clash with the sixpence whilst to have a 1½d. piece made of silver would be out of the question.

The chief objection to meeting the demand seems to be that, once a 1½d standard were confirmed by the creation of a coin of that denomination, a return to the standard of one penny goes by the board. The better method of meeting the difficulty would seem to be the production of more halfpennies.

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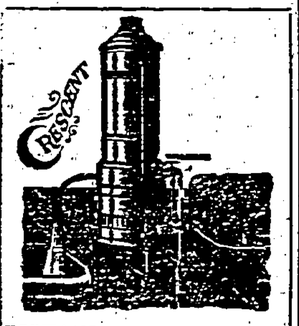
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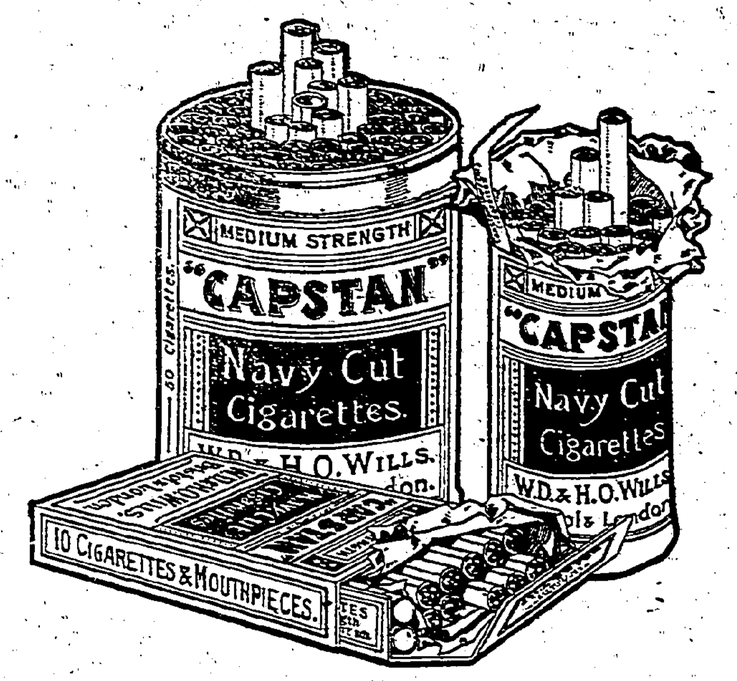
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COLONIAL OFFICE.

"RECONSTITUTION."

NEXT IMPERIAL CONFERENCE.

It is understood that the suggestion which was made after the last sitting of the Imperial Conference that the next meeting should take place in one of the Dominions, instead of in London, has not met with the unanimous support of the Dominions, and is therefore not likely to be adopted, states the *Morning Post*. The idea which prompted the suggestion was that the holding of these Conferences in each of the principal Dominions—Canada, Australia, and South Africa—in succession would serve to create a degree of local interest in the proceedings of these bodies in each of the Dominions in turn of a much greater and keener character than if it always met in London. With this purpose in view a tentative proposal was put forward in favour of holding the next Conference, which will probably be called together next June, in Canada, as being centrally situated and equally accessible from Great Britain and Newfoundland, on the one hand, and India, Australia and New Zealand on the other. Outside Canada, however, the proposal seems to have aroused no enthusiasm, and it may therefore be taken for granted that the next Conference will meet in London, as all its predecessors have done.

LONDON AS MEETING PLACE.

The reasons given for this decision are: That it would be practically impossible for the Prime Minister of Great Britain to absent himself from Europe for such a period of time as would be involved in travelling to and from Canada and attending a Conference there of several weeks' duration; secondly, that the officials and the official records which might need to be consulted would be inaccessible to the Conference unless, as a representative of the Colonial Office put it, "Whitehall was shifted bodily to Canada"; and thirdly, that, all things considered, London is the most convenient place of meeting, not only for British Ministers but for the representatives of all the Dominions.

It is not improbable, however, that when the Conference meets a proposal will be made to set up two bodies of Empire representatives—an Imperial Cabinet (following to some extent the precedent of the Imperial War Cabinet of 1917-18), to consist of the British and Dominions Prime Ministers only, an Imperial Conference, to comprise such Ministerial representatives (other than the Prime Ministers) as Great Britain and the Dominions might delegate for the purpose. The latter body might meet in one or other of the Dominions, but the Imperial Cabinet would meet only in London.

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PROPOSED DAILY SERVICE.

A plan is on foot for the establishment of a daily ferry service between Great Britain and Sweden. Delegates have been appointed by the Swedish Government to discuss the scheme in London with British commercial men.

An official of the Federation of British Industries, who have been arranging the conference, described the scheme to a *Daily Mail* representative and said that the Federation was in favour of it.

"The great difficulty," he said, "is finding the necessary capital (about £10,000,000). It has been suggested that the ferry should ply between Immingham and Gothenburg, a distance of about 500 miles. It would be on the lines of other train ferries, with the rail deck, state rooms above for passengers, and a hold below."

FUTURE IMPERIAL RELATIONS.

The chief purpose of the Imperial Conference which is to meet next summer, and which will consist of both Prime Ministers and Departmental Ministers, will be to review the constitutional relations of Great Britain and the Dominions possessing Reponsible Government. This may involve such matters as:

(1) The reconstitution of the Colonial Office by the separation of the self-governing Dominions from the Department, and the retention of only the Crown Colonies and Protectorates and other such Dependencies under the Colonial Secretary;

(2) The creation of a Dominions Department under the Prime Minister or Lord President of the Council, or such other Minister as might be agreed upon, with diplomatic—as distinct from executive—functions, which latter are exercised in the case of the Crown Colonies;

(3) The institution of a system of diplomatic representation between the Mother Country and the Dominions by the appointment by each Dominion of a Resident Minister in London, who should be the medium of communication between his own Government and the Imperial Government.

ANGLO-JAPANESE TREATY.

Another important matter which will be brought before the Conference is the question of the renewal of the existing Anglo-Japanese Treaty or the adoption of a new one. The Imperial Government has promised that the Dominions concerned—notably Australia, New Zealand, South Africa, and Canada—shall be consulted before the terms of the Treaty are finally decided upon and the opinion is greatly held that the meeting of the Imperial Conference will provide the most convenient occasion for such consultation.

SHIPBUILDING.

LABOUR-SAVING DEVICES.

BRITISH WORKMEN AND AMERICAN METHODS.

Mr. James J. Pearson, a well-known American engineer, in the course of an article in the *Pacific Marine Review*, has expressed the opinion that should British shipbuilding yards adopt American team methods and labour-saving tools, there would either have to be a drastic cut in the expenses of U.S. yards or the shipbuilding industry would disappear from the U.S. seaboard, the assumption being that they would not be able to compete with British yards.

"This matter raises a very serious question with which we have been contending for a long time," said a member of one of the largest shipbuilding concerns in this country to a Press representative.

"For years past we have been endeavouring to introduce the latest labour-saving tools and machinery. During the war when the speeding-up of production became so important a factor, considerable progress was made in this direction, and now most of the principal yards are equipped with up-to-date devices, such as those for drilling and rivetting.

"But at the same time it should be borne in mind that the conditions in this country and the States are entirely different. The introduction of new machinery, and more so anything approaching American methods, is a matter of considerable delicacy and requires most careful handling. In the States they will take a casual labourer from the streets and put him on a machine in a shipyard. On the other hand, our skilled workers have to serve a five years' apprenticeship. Naturally on this account the worker is very jealous of his craft and views with suspicion everything in the way of innovations which may detract from the value of his own experience. This is particularly noticeable amongst the older hands, but with younger men we generally find they are more inclined to adapt themselves to new conditions.

"I would, however, like to point out that some of the unions concerned adopt an extremely non-compliant attitude on the question. For instance, in some yards where electric welding machines are in operation the union insists that at least 25 men should be working at the same place. In the event of these men not being furnished, the instructions are not to work the machine. All of which is very detrimental to the industry as a whole, to the men as well as the employers."

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(Two minutes from Star Ferry).
Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
Telephone K. 3. Telegraphic Add.: "PALACE"
J. H. OXBERRY, Proprietor.

JUST ARRIVED
A Choice Assortment of
AMERICAN CHOCOLATES.
THE BRITISH AMERICAN CANDY STORE.
15, Pottinger Street.

Y. NAGATA
FURRIER.
Furs made up Artistically.
Furs cleaned and Remodelled.
Can call at Private Residences by Appointment.
Address:—3rd Floor, 42 Praya East.

TANG YUK, DENTIST,
Successor to
the late SIEN TING,
14, D'AGUILAR STREET.
TERMS VERY MODERATE
Consultation free.

FRENCH LESSONS
G. MOUSSION
15, MOUNTAIN VIEW, MID-LEVELS.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers Share, Coal and General Produce Brokers and Commission Agents.

PROPRIETORS "To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A B C 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MERRION" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

TUESDAY,

November 23, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS BRASS-MOUNTED BEDSTEADS, CARPETS, &c., &c., &c.

comprising:—

Chesterfield Sofas, and Tapestry-covered Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, One Bedroom Suite in good condition by well-known maker, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Teakwood Screens, Sundry Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, Carpets, &c.

Also

One large Hall Clock, American Ice Chest, Enamelled Bath, several lots Tennis Balls, Typewriters, &c., &c.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

(FOR ACCOUNT OF THE CONCERNED), on

TUESDAY,

November 23, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

WHITE GOODS, &c., &c.,

Comprising:—

Pillow Cases, Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dollies, Table Cloths, Linen Damask Serviettes,

Also

A few lots of Kit Bags, Suit Cases, and Attache Cases, etc.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, November 18, 1920.

FOR SALE.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

One Large Houseboat,

(suitable for temporary abode in view of the shortage of houses),

And

One Motor Yacht with all accessories.

Particulars from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, November 13, 1920.

NOTICE.

HIGH-CLASS PRINTING AND BOOK BINDING DONE AT THE CHINA MAIL OFFICE

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars Programmes, Menus, etc etc Artistically Arranged and Carefully Printed

Clean Proofs and prompt delivery guaranteed

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, $1. PREPAID.

Every additional word 4 Cents for 3 insertions.

WANTED.

POSITION WANTED.—By COMPETENT LADY STENOGRAPHER. Excellent references. Apply stating terms etc., to Box 1237, c/o "CHINA MAIL."

WANTED.—SINGLE OFFICE ROOM. Prince's Buildings preferred. F. C. JENKIN, c/o Mr. ELDON PORTER, Prince's Buildings, Ice House Street.

LOST.

LOST.—On the Sunday morning at the C.Y.C. a SMALL WHITE BITCH. Answers to the name of "WIMPLE." Finder rewarded.—Apply Box 1235, c/o "CHINA MAIL."

TO LET.

TO LET.—IMMEDIATE OCCUPATION.—A FEW THREE ROOMED EUROPEAN FLATS IN "ORIENT BUILDINGS," CORONATION ROAD, KOWLOON. MODERATE RENTAL. Apply J. CAER CLARK, Architect and Surveyor, 14, Queen's Road, Central.

INTIMATIONS.

ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE OPENING CRUISE of the Season will take place TOMORROW (SATURDAY), Nov. 20th, at the Club House, North Point.

The Commodore, Vice-Commodore and Committee will be at home to Members and friends from 3 P.M.

By Order,
R. E. MACDOUGALL,
Hon. Secretary & Treasurer.

Hongkong, November 15, 1920.

ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Club will be held in the Chamber of Commerce Room, City Hall, Hongkong, on MONDAY, 22nd November, 1920, at 5.15 P.M.

By Order of the Committee.
L. S. GREENHILL,
Hon. Secretary.

Hongkong, November 18, 1920.

HONGKONG ST. ANDREW'S SOCIETY.

ANNUAL BALL.

PRACTICE DANCES in connection with the above will take place at the City Hall from 5 P.M. to 7 P.M. on TUESDAY, 23rd November.

Dancing shoes must be worn.

T. W. HILL,
Hon. Secretary.

Hongkong, November 3, 1920.

PERSONAL

IF You are in search of a novel entertainment for your club or party See MR. PAUL PENDLETON, Hongkong Theatre, or Room 117, Great Eastern Hotel.

PUBLIC AUCTION.

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of November, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND between Black's Link and the New Road from Wanchai Gap to Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
2	Inland Lot No. 2315.	Between Black's Link and New Road from Wanchai Gap to Bowen Road.	ft. 200	ft. 210	ft. 80	ft. 90	16,000	$2	$ c. 1,600

EARLY COLDS.

BE careful of the colds you take at this time of the year. They red particularly dangerous. A neglected old may mean a winter-long cold. Take chamberlain's Cough Remedy at once. For sale by all Chemists and Storekeepers.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

APPLICATION has been made to the Directors of this Company to issue to FRED ELLIS of Ice House Street, Victoria Hongkong a Duplicate or Certificates of the undermentioned 300 (Three hundred) Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that under circumstances amounting to larceny or false pretences, the original Certificates have been lost possession of:—

Certificate No.	Date.	No. of Shares.	Share Numbers.	Present registered Proprietor.
7017	9/2/17	50	Nos. 29301 to 29350 inclusive	Hon. Sir C. P. Chater, Kt., C. M. G.
7590	15/4/19	50	„ 37084 „ 37133 „	M. S. Sassoon, Esq.
8538	23/9/20	100	„ 42869 „ 42968 „	Li Chok Yuen, Esq.
5910	15/8/10	29	„ 1951 „ 1975) „ „ „ „ 18256 „ 18259)	S. Fenwick, Esq.
5911	15/8/10	29	„ 59089 „ 59117 „	H. H. Fenwick, Esq.
7754	1/5/19	9	„ 64757 „ 64765 „	S. Fenwick, Esq.
2411	26/1/20	5	„ 71841 „ 71845 „	R. Mitchell, Esq.
6605	15/10/14	15	„ 44670 „ 44684 „	Mrs. E.C. Champernowne
7739	1/5/19	4	„ 66739 „ 66742 „	Messrs. P.F.H. Hodge and A. F. Harris.
7755	1/5/19	9	„ 64766 „ 64774 „	H. H. Fenwick, Esq.
		300		

AND NOTICE IS HEREBY GIVEN that if within THIRTY DAYS from the date hereof no claim or representation in respect of such Original Certificate is made to the Directors they will then proceed to deal with such application for a duplicate or other new Certificate or Certificates.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.

Hongkong, November 9th, 1920.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

November 17th, 1920.

Butcher Meat.

		Cts.
Beef Sirloin.—Mei Lung Pa	lb.	19
„ Prime Cut	„	21
„ Corned.—Ham Ngau Yuk	„	20
„ Roast.—Shiu „	„	19
„ Breast.—Ngau Nam „	„	16
„ Soup.—Tong Yuk	„	16
„ Steak.—Ngau Yuk Pa	„	19
„ Steak Sirloin.—Ngau Lau	„	28
„ Sausages.—Ngau Cheung	„	25
Bullock's Brains.—Ngau No per set		10
„ Tongue, fresh.—Ngau Li each		50
„ Tongue, corned.—Ham Ngau Li each 60 cents.		
„ Head.—Ngau Tau	each	50
„ Heart.—Ngau Sam	lb.	13
„ Hump, Salt.—Ngau Kin	„	18
„ Feet.—Ngau Keuk	each	10
„ Kidneys.—Ngau Yiu	„	9
„ —Ngau Mei	„	18
„ Liver.—Ngau Kon	lb.	13
„ Tripe (undressed).—Ngau To	lb.	5
Calves' Head and Feet.—Ngau-tsai-tau-keuk	set	$1.00
Mutton Chop.—Yeung Pai Kwat	lb.	32
„ Leg.—Yeung Pai	„	28
„ Shoulder.—Yeung Shau	„	28
„ Saddle.—Yeung On Yuk	„	22
Pig's Chitlings.—Chu Chong	„	25
„ Brains.—Chu No	per set	2
„ Feet.—Chu Keuk	lb.	15
„ Fry.—Chu Chap	„	16
„ Head.—Chu Tau	„	15
„ Heart.—Chu Sam	each	10
„ Kidneys.—Chu Yiu	each	10
„ Liver.—Chu Kon	lb.	32
Pork Chop.—Chu Pai Kwat	„	28
„ Leg.—Chu Pai	„	31
„ Loin.—Chu Hau Tun	„	24
„ Fat or Lard.—Chu Yau	„	22
Sheep's Head and Feet.—Yeung Tau-Keuk	set	70
„ Heart.—Yeung Sam	each	10
„ Kidneys.—Yeung Yiu	each	12
„ Liver.—Yeung Kon	lb.	32
Sucking Pigs, to order.—Chu Tsai	„	24
Suet, Beef.—Shang Ngau Yau	„	19
„ Mutton.—Shang Yeung Yau	„	32
Veal.—Ngau Tsai Yuk	„	20
Sausages.—Ngau Tsai Cheung No. 1	20 lb.	28

Fish.

		Cts.
Barbel.—Ka Yu	lb.	11
Bream.—Pin Yu	„	25
Canton Fresh Water Fish.—Hoi Sin Yu	„	25
Carp.—Li Yu	„	23
Catfish.—Chik Yu	„	24
Codfish.—Mun Yu	„	10
Crabs.—Hai	„	40
Cuttle Fish.—Muk Yu	„	26
Dab.—Sha Mang Yu	„	28
Dace.—Wong Mei Lap	„	15
Dog Fish.—Tit To Sha	„	16
Eels. Conger.—Hoi Man	„	20
„ Fresh water.—Tam Shui Yu	„	24
„ Yellow.—Wong Sin	„	28
Frogs.—Tin Kai	„	36
Garoupa.—Shek Pan	„	43
Gudgeon.—Pak Kap Yu	„	22
Herrings.—Tso Pak	„	28
Halibut.—Cheung Kwan Kap	„	22
Labrus.—Wong Fa Yu	„	26
Loach.—Wu Yu	„	34
Lobsters.—Lung Ha	„	22
Mackerel.—Ghi Yu	„	24
Monk Fish.—Mong Yu	„	32
Mullet.—Tsai Yu	„	24
Oysters.—Shang Ho	„	22
Parrot Fish.—Kai Kung Yu	„	37
Perch.—Tan Lo	„	24
Pike.—Ya Pau Fong	„	26
Plaice.—Pan Yu	„	28
Pomfret, Black.—Hak Chong	„	20
Pomfret, White.—Pak Chong	„	38
Prawns.—Ming Ha	„	40
Ray.—Pai Pa Sha	„	16
Rock Fish.—Shek Kau Kang	„	24
Roach.—Chun Yu	„	28
Salmon.—Ma Yau	„	40
Shark.—Sha Yu	„	10
Skate.—Po Yu	„	14
Sturgeon.—Ha	„	32
Snapper.—Lap Yu	„	36
Soles.—Tat Sha Yu	„	24
Tench.—Wan Yu	„	28
Turbot.—Tso Han Yu	„	28
Turtles, small, fresh water.—Kuek Yu	„	80

Poultry.

		Cts.
Chicken.—Kai Tsai	lb.	34
Capons, Small.—Sin Kai	„	32
Capons, Large.—Sin Kai	„	28
Duck.—Ap	„	31
Doves.—Pau Kau	„	15
Eggs, Hen.—Kai Tan (cooking)	per doz.	22
Eggs, Hen.—Kai Tan (fresh)	per doz.	26
Fowls, Canton.—Kai	lb.	40
Fowls, Hainan.—Hoi Nam Kai	„	
Geese.—Ngo	„	28
Pigeons, Canton.—Pak Kap	each	25
„ Hofhow.—Hoi Hau Pak Kap	each	22
Turkeys, Cock.—Fo Kai Kung	lb.	60
Turkeys, Hen.—Fo Kai Na	„	50
Snipe.—Sha Tsui	each	22
Pheasant.—Shan Kai	„	1 60
Quail.—Om Chun	„	20
Partridges.—Chi Ku	„	80

Fruits.

		Cts.
Almonds.—Hang Yan	lb.	50
Apples, (California).—Kam Shan Ping Ko	„	28
Bananas, (bride's), Macao.—San Heung Chiu	„	4
Carambola.—Yeung To	„	12
Cocoanuts.—Ye Tse	each	10
Lemons, China.—Ling Mung	lb.	6
Lemons, (America).—Kam Shan Ling Mung	each	6
Lichees, Dried, (small stone).—Lai Chi Kon	lb.	25
Oranges, (Canton), Sweet—Shan-sheung Tim Chang	lb.	6
Oranges, Tim Chang	„	7
Pears, (Canton), Cooking.—Sha Li	„	14
Peanuts.—Fa Shang	„	12
Persimmons, Large.—Hung Tse	„	8
Plantain.—Tai Chiu	„	3
Pomelo, Siam.—Tsim Lo Yau	each	11
Walnuts.—Hop To	lb.	15
Grapes.—Po Tai Tsz	„	30

Vegetables, &c.

		Cts.
Artichokes.—Ah Chi Cheuk	each	8
Beans, Sprout.—Nga Tso	lb.	4
„ Long.—Tau Kok	„	8
Beet Root.—Hung Tsoi Tau	„	2 each
Bitter Squash.—Fu Kwa	„	4
Brinjals, Green.—Ching Yeu Kwa	„	4
„ Red.—Hung Kwe	„	5
Cabbage, Chinese, (common).—Kai Tsoi	„	4
„ (Shanghai).—Ye Tsoi	„	11
Cane Shoots, bunch.—Kau Shun	„	8
Cauliflower (Large).—Ye Tsoi Fa	each	30
„ (Medium) „	„	20
„ (Small) „	„	10
Carrots.—Kam Shun	lb.	7
Celery Chinese.—Tong Kan Tsoi	„	12
Chillies, Dried.—Kon Lat Chiu	„	25
„ Red.—Hung Fa Chiu	„	20
„ Green.—Ching Lat Chiu	„	16
Curry Stuff, English.—Ka Li Chu Liu	lb.	10
Cucumbers.—Ching Kwa	each	2
Garlic.—Sun Tan	lb.	6
Ginger, young.—Sun Tso Keung	„	6
Ginger, old.—Lo Keung	„	5
Horseradish, Shanghai.—Lik Kau	„	18
Indian Corn.—Shuk Mai	each	
Lettuce.—Yeung Shang Tsoi	lb.	5
Water Chestnuts.—Ma Tai	lb.	8
Mandarin.—Kwai Lam Ma Tai	„	12
Mushrooms, Fresh.—Shang Tso Ku	lb.	—
Okroes	„	10
Onions, Bombay.—Yeung Chung Tau	lb.	9
Onions, Green.—Shang Chung	lb.	5
Onions, Shanghai.—Sheung-hei Chung Tau	„	7
Parsley.—Kun Tsoi	„	10
Potato, Sweet.—Fan Shu	„	3
„ Japanese.—Yat Pun Shu Tsai	lb.	
„ American.—Fa Ki Shu Tsai	lb.	10
Pumpkin.—Tung Kwa	lb.	4
Radish.—Home Lo Pak Tsai	„	5
Rhubarb (Fresh).—Tai Wong	„	10
Shallots.—Kong Chong Tau	„	5
Spinach.—Yin Tsoi	„	5
Tomatoes.—Fan Ke	„	8
Taros.—Wu Tau	„	5
Turnips, Pauti, (Long).—Lo Pak	„	5
Vegetable Marrow.—Tait Kwa	„	3
Water Cress.—Sai Yeung Tsoi	„	10
„ Lily root.—Lin Ngau	„	6
Yams.—Tai Shu	„	6

AMERICA'S TRADE.

DIMINISHED EXPORTS.

PRODUCERS AND FINANCE.

While the industrial conditions in America still remain more or less abnormal, there is no doubt that business has passed through the "period of exhilaration, and intoxication," to quote the words of Governor Harding, which characterised it several months ago. The transition is proceeding without over-alarming features, but the road to a normal basis, as many are finding, abounds with pitfalls. The tight rein upon credit facilities maintained by the Federal Reserve banking system has forced a steady decline in the prices of many commodities since February, and manufactured products are now beginning to feel the effects of the general trend. According to the estimate made by the Guaranty Trust Company, of New York, there were 68 commercial failures in the United States in July last, with liabilities of about £5,000,000, and 573 in August, with liabilities of about £6,000,000, as compared with 452 failures in July, 1919, involving about £120,000.

Bankers agree that it will be foolhardy for manufacturers, dealers, or labourers to attempt to maintain an inflated condition by artificial means, as they intend to keep credit strictly under control, at the same time granting liberal accommodation for legitimate business activities. American Labour cannot as yet be said to have learned the lesson of decreasing demand and increasing supply, but the initial attempts to force further concessions from the employers have, for the most part, failed, and the working men are beginning to listen to the advice of economists, who warn them to "stick to a good job if you have one."

One of the unfailing barometers of the conditions in America is the motor-car industry, and the stocks of all the leading manufacturers have been on a steady decline for some months. Last year it was impossible to obtain a new automobile under six months' notice; nowadays manufacturers are reaching the point of overproduction, due to the greatly diminished demand. Since June 50,000 citizens of Akron, Ohio, where the chief industry is the manufacture of rubber tyres, have returned to their farms or gone elsewhere, and most of those remaining are working on part time at reduced wages or not at all. Labour claims that Capital is depressing business for the purpose of forcing it to accept lower wages, and it is suggested that the bomb outrage in Wall Street was a murderous expression of resentment by a few extremists in Labour's ranks who are willing to go to any length in the hopeless fight to maintain wartime conditions.

The American Government's attitude with regard to financing foreign trade is reflected in the advice given by Governor Harding, of the Federal Reserve Board, to the Southern cotton-growers, that they must abandon any idea of Government aid, learn to finance their products in the usual business way, and sell their surplus cotton abroad on credit. In the past eight months the Federal Reserve Bank of New York has purchased £100,000,000 of foreign acceptances to help importers and exporters alike, but the financial authorities are arguing that this is not the right kind of foreign trade financing. It is urged that neither the Government nor the public should be expected to finance foreign buyers but that the task should be undertaken by those directly concerned. If growers or other American producers wish to sell abroad they must organise export concerns, whose chief duty it will be to finance the movement and extend credit on the strength of the producers themselves. If producers here are not willing to give credit and carry the liability themselves, it is urged they will be confined to the domestic market save only so far as the foreigner is willing or able to pay cash or goods for what he gets. The foreign trade position of this country, as emphasised by the steadily declining exports is fast approaching a critical point, which can only be avoided by a revision of the existing haphazard and unreliable methods of financing foreign buyers.

Despite the slowing up of industry the New York stock market continued to reflect confidence in future prosperity, if only on a moderate scale. The Presidential elections in November occupy Wall Street's mind to a great extent, and with a new Administration and a renovated Congress there will be a wide-spread demand for a speedy ending of the war-time conditions and for a radical reduction of taxation on industry.—*Daily Telegraph.*

A FAVOURITE RUB DOWN.

THE golfer, the foot ball player and the all round athlete know the value of Chamberlain's Pain Balm. It is just the thing for a rub down after a hard game. All soreness disappears like magic and sprains and swellings are cured in one-third less time than by any other treatment. For sale by all Chemists and Storekeepers.

NOTICES.

NEW FRENCH GOVERNMENT LOAN 6%.

Not Redeemable.

PRICE OF ISSUE 100 FRANCS.

Interest payable twice a year on 16th June and 16th December; first semi-annual interest to be paid on 16th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE up to the 25th of November.

BANQUE DE L'INDO-CHINE,
V. MARSOT,
Acting Manager.

Hongkong, October 14th, 1920.

HORLICK'S MALTED MILK

Pure full cream milk, enriched with choice malted barley and wheat in powder form. Keeps indefinitely.

THE FOOD DRINK FOR ALL AGES.



A refreshing and sustaining beverage, ready in an instant by the addition of hot or cold water only. No cooking. Nourishing and convenient.

SOLD BY ALL CHEMISTS AND STORES.

HORLICK'S MALTED MILK COMPANY, SLOUGH, BUCKS., ENGLAND.

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DEVELOPING & PRINTING A SPECIALITY.
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UNIVERSAL PROVIDERS

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The Quality Shop with Quality Goods for Quality Buyers

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TEL. K47

AGENTS.

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SCOTLAND:—FRED. L. SIMONT, 8 *North St. David Street, Edinburgh.*

NEW YORK:—T. B. BROWNE, Ltd., *Æolian Hall, West 42nd Street*, New York City.

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PHILIPPINE ISLANDS:—A. S. WATSON & Co., *Manila.*

SHANGHAI:—MESSRS. KELLY & WALSH, LTD.

JAPAN:—MESSRS. KELLY & WALSH, LTD., *Kobe and Yokohama.*

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SAN FRANCISCO and AMERICAN PORTS generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

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6, Wyndham Street, Hongkong.

MASSAGE.

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Trained male Masseur.
12 years' experience.
Formerly of Tokyo Military Hospital.
WILL VISIT PATIENTS' RESIDENCES IF PREFERRED
No. 24, Wyndham Street.
(Opposite to the China Mail.)

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We have removed our Premises to No. 864, Queen's Road, C.

Sitting hours from 9 a.m. to 9 p.m.

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CAILLER'S CHOCOLATES

OF THE FINEST QUALITY, NEATLY PACKED in ELEGANT BOXES of 1 lb., 2 lbs. & 4 lbs.

The first shipment of really high-class Chocolates that are EQUAL TO PRE-WAR QUALITY.

At very reasonable prices.

A. S. WATSON & CO., LTD.,
THE HONGKONG DISPENSARY.

Wm. Powell Ltd.
TELEPHONE 346

— THIS WEEK —
SPECIAL DISPLAY
OF
EVENING GOWNS—WRAPS—GLOVES—SHOES.
PRINTED NINONS—AND CREPE DE CHINES
CHIFFON VELVETS, Etc.

BIRTHS.

CAMPBELL.—On November 7, 1920, at Peking, to Mr. and Mrs. Archibald S. Campbell, a son.

MOORE.—On November 11, 1920, at Shanghai, to Mr. and Mrs. H. Moore, a daughter.

DEATH.

PINTOS.—On November 12, 1920, at Shanghai, Guilhermina Pintos, aged 19.

The China Mail.
"TRUTH, JUSTICE, PUBLIC SERVICE."
HONGKONG, FRIDAY, NOV. 19, 1920.

AMERICAN SHIPPING LAW.

It would not be easy for an American to discuss without bias the Jones Merchant Marine Act now dividing American opinion; and, of course, any British opinions must fail to inspire confidence in their impartiality. Nonetheless, this particular reference claims to approach the subject with an absolutely open mind. Neither the political divisions of America, nor the apparent interests of British shipping, shall affect its conclusions, if we are able to form any, which is by no means certain. Our leading motive at present is the desire to understand the position.

When it was seen that the Panama Canal was really to become an accomplished fact, the diplomats got busy, and the Hay-Pauncefote treaty of 1901 was made. The Clayton-Bulwer treaty of 1850 is also cited. In both these documents, we are told, the United States agreed that the Panama Canal, when completed, should be open to the use of all nations on equal terms. Congress, prior to the election of President Wilson, passed a law providing for preferential (lower) tolls from American shipping. President Wilson insisted on the repeal of this measure, and he gained his point. Now, in its closing sessions, Congress has passed a similar act, the Jones Act, and President Wilson refused to allow the enforcement of certain of its provisions. The *World's Work*, an American magazine, agrees that he was right, and Congress wrong. It uses the "scrap of paper" argument. It admits that the American diplomats, in failing to reserve special favours for American shipping using a canal that was made by American men, brains, and money, seem to have made a bad bargain: but it claims that America is in honour bound to stand to her pledged word.

Mr. Harding, the President elect, is reprimanded for deciding to take an opposite view. He is for a lower canal toll from American shipping using the Canal, and he is apparently also in favour of the discrimination against foreign tonnage in the Jones Act, as regards duties on imports, as well as port and other charges.

So far as we can see, the American cleavage is mainly on Party lines, which is unsatisfactory so far as the formation of just opinions by the outsider is concerned. Such British papers as have handled the subject seem to have kept in the forefront of their attention the possible effects on British shipping, as was natural. The *Star* points out that the British people long ago abandoned any pretension to discriminate against foreign shipping. As to that, if we are to be scrupulously fair, we should point out that we could well afford to. When our navigation laws were established, foreign shipping was practically a negligible quantity. Supposing that circumstances were to change, and the British mercantile marine to lose its pre-eminence, have we definitely relinquished our right to devise protective measures? If, as a Britisher might well argue, such unforeseen circumstances would inevitably alter our case, then ought we not to recognize that the circumstances and the case have altered for American shipping since the Hay-Pauncefote treaty? There has been a war, and America, helping us to combat the submarine evil, made an unexpectedly large mercantile fleet. This, in the opinion of some Americans, will be a "white elephant" unless some protective and preferential bolstering be done. On the other hand, we may argue that Congress acted precipitately, and that it would have done better to have waited until the relative treaties were cancelled. Another argument is that such restrictions on foreign shipping would hamper most severely the import and export of goods to and from America. We have not seen this argument supported by reasons, but it has been asserted axiomatically, that while American shipping would gain a little, other American industries would lose much. Moreover, the possibility of retaliation by other nations is mooted. We cannot face with composure the prospect of such economic warfare. We had hoped, for the world's sake, that one good result of the late war was to be free trade everywhere. It is clear, whatever the outcome may be, and the election promises of Mr. Harding are perhaps as binding as the treaties of his predecessors, that we cannot fairly or decently adopt the plausible moral argument of the *World's Work*. The New York *Sun* says it was only after the British merchant fleet had been securely established and had overcome all its competitors that preferential treatment for British shipping was abolished. Presumably, when the American mercantile marine has been securely established so that it need no longer fear competition, the Americans now in favour of preference for their own will be more amenable to the ideals of the treaties they now desire to discard, and which, we must conclude, they have the right to discard in proper form.

LOCAL AND GENERAL.

A sum of sixteen shillings, "conscience money from an ex Serviceman who left the Army with a pair of part-worn boots he was not entitled to," has been received by the Secretary of the War Office.

Mr. Fitz Gibbons, Hon. Secretary of the Catholic Men's Club, Garden Road, reported to the police that between 11 a.m. and noon yesterday, a thief entered the club premises by the stage door and stole from a cash box $41 in notes.

The famous singer, John McCormack, travelling from Australia to Europe aboard the "Naldera" which arrived in Bombay on October 29, broke his leg while playing deck games. It was feared that he would have to remain at Bombay for treatment, but he insisted on continuing his journey. It is expected he will have to lie up at least six weeks.

Among the passengers arriving by the s.s. "Devanha" were the Rev. C. Clouston Porri, H.C.F., and Mrs. Porri. Mr. Porri who has served as chaplain in Egypt, France, and Germany, will take over the pastorate of the Wesleyan Methodist Church at Warchai with the chaplaincy appointment to the Wesleyans in the garrison and fleet at Hongkong.

Another attempt to smuggle opium into the Philippine Islands was nipped in the bud when Major Arlegui opened two boxes supposed to contain Chinese wine, and found 14 small jars of opium, weighing 12.78 kilos in them. The drug found is estimated at 13,000 pesos. The boxes came in among the cargo of merchandise on the "Taisang" on her last trip to Manila, and were retained at the baggage section for inspection awaiting the identity of its owner.

Linking the multi-million-dollar Harriman shipping interests to Seattle and providing the facilities for further enormous increases in the port's domestic trade the United American Lines, Inc., of New York was to place the powerful American-Hawaiian fleet of 26 big steel steamships in operation between Seattle and New York, via the Panama Canal, beginning last month. The new service will give Seattle a total of 58 steamships in the intercoastal service via the canal, the other vessels comprising 25 of the Isthmian Steamship Lines of New York, four of the North Atlantic and Western Steamship Company of Boston, and three of the Atlantic, Gulf and Pacific Company of Baltimore. Not one of these services existed six months ago.

Proposals have been made that the whole of the British Empire shall be surveyed from the air. No joint action has yet been taken, but the oversea Dominions and India are already taking the initiative on their own account. The authorities have already discussed whether Great Britain shall be re-surveyed from aeroplanes. Serious consideration was given to the proposition, but it was turned down for the present as not being urgently needed. India, however, is to be surveyed in this way. A firm of aircraft manufacturers, which has specialized in building aeroplanes for this class of work, is now executing an order for specially equipped machines to carry out this survey. Canada is to be similarly surveyed.

It is not a rare occurrence in Japan for a person to have his tomb erected during his lifetime, but it is quite a rare thing for one to observe his own funeral service while he is still alive. Baron Ban, who has long been in service, as the Chief of the Imperial Poetry Bureau, and Baroness Ban, recently observed their own funeral services at the Gyokurinsai Temple in a suburb of Nagoya, the Baron's native place, and erected a tomb on which their names were engraved, and under the tomb were buried their hair, teeth and nails, reports the *Kobe Herald*. The reason of this is that he was weak when young, and it was predicted that he would not live over forty years old; however, he has now attained the age of sixty-six, and being reminded that his father died at this age, he was in apprehension of dying himself, so he and his wife observed their funeral services.

MYSTERY MEN.

RECLUSE RIDDLE.

BEGGAR WITH SUBURBAN HOUSE.

Who is the writer of the postcards signed "N. T. H," which were sent every quarter to George Bellamy Dutton, the mysterious old recluse who was found dead in a room in Murray street, Hoxton? While he died apparently in poverty, books in his room contained records of business transactions amounting to nearly £1,000,000. The postcards, which appeared to be his only connection with the outer world, bore the Notting Hill postmark, and usually said "Meet me 8.30, same place. If wet, will not be there."

It is believed that Dutton received money from the writer in respect of some property. Other postcards received by him from Notting Hill referred to increases of rates and requests for repairs.

He was buried at the expense of the parish at the Great Northern London Cemetery, New Southgate. There were no mourners.

SECRET HOARD THEORY.

Did Dutton die a pauper? The police do not think so, and it is believed that he had a secret hoard. If he was indeed a man of wealth, he was only one of many men of mystery now living in London.

In the East End particularly there are scores of men who at some period or other were well known and highly respected members of the community. For various reasons they fell on evil times.

It is in the criminal world, however, that one finds the most conspicuous of men of the Jekyll-and-Hyde type. There was a man who lived some years ago in a large house at Streatham, and was known in the neighbourhood as a well-dressed, quiet, inoffensive man, who was "something in the City."

As a matter of fact he was a street beggar, and, garbed in rags, he used to take his stand near the Mansion House. When at length he was arrested a large sum of money was found on him.

SWINDLER'S COUNTRY ESTATE.

One of the most notorious swindlers in London is in "private life" a country gentleman. He has a big country estate and travels about in a luxurious motor car.

There are many professional burglars who during the day are hard-working mechanics. At night they break into houses and get away in motor-cars.

One thief, with many previous convictions, is in the habit of going to church every Sunday, and he has also been known to take round the collecting-bag.

HAWKERS' LICENCES.

MAGISTRATE'S DICTUM.

FOR AGED, BLIND AND CRIPPLED ONLY.

While our legislators discuss hawkers' licences in the Council the practical effects of the existing regulations are seen in the police courts. This morning a small Chinese boy was charged before Magistrate Orme, at the instance of Inspector Kent, of No. 2 Police Station, with hawking turnips in Stone Nullah Lane without a licence.

The defendant admitted the offence.

The Inspector: He has been fined twice before for the same offence, your Worship.

The Magistrate: Why don't you take out a licence?

The boy (in tears): I am very poor and have not sufficient money to buy food. My cousin brought me out from the country and left me to shift for myself.

The Magistrate: You should find other work.

The boy: I am too small to be a cook, and I can't find other work to do.

The Magistrate: $5 or 14 days.

A man was then charged with hawking fruits in Temple Street, Yaumati, without a licence.

In pleading guilty, the defendant said that he had often applied for a licence but was not successful in securing one.

The Magistrate: Find some other work to do.—I have tried but with no success.

The Magistrate: Hawking licences are issued to the aged, blind and crippled only. You must find some other occupation. $3 or 7 days.

In passing sentence on a returned banishee at Penang, Mr. Justice Barrett Lennard said: Lim Lee Goh, in this case you have admitted that you were banished from the Colony, and not having received a remission of your punishment and without having any lawful authority, returned to the Colony. Now the sentence which is fixed by law is entirely a wrong sentence—it is a sentence which in fact is never carried out. The sentence is that you be kept in penal servitude for life. What will happen in this: At the end of a certain time, may be 18 months' time, and it may be at the expiration of a longer period, Government will again expel you from the Colony. When that expulsion takes place I advise you very strongly not to come back here again.

"NATURALLY BAD."

BOY THIEF'S ESCAPADE.

BIRCH FOR STEALING SAFE KEYS.

Inspector Wills, of No. 7 Police Station, this morning charged a Chinese youth before Magistrate Orme with entering No. 129, Connaught Road West at 8 a.m., yesterday with intent to commit felony; and with entering the same house at 5 o'clock this morning and stealing two safe keys from the pocket of the shop master's jacket.

The defendant admitted both charges.

Inspector Wills told the Magistrate that the defendant was a relative of the complainant and used to work for him. Yesterday morning *fokis* saw the defendant in the shop and gave chase but he made good his escape. At 5 o'clock this morning, the defendant paid another visit to the house. He gained admittance by climbing up a drain pipe on to the verandah of the first floor where the master of the shop slept. Creeping into the latter's cubicle through the open window, the defendant stole two safe keys from the complainant's jacket pocket. He was about to depart when the complainant awoke and gave the alarm. *Fokis* chased the defendant and succeeded in catching him in Salt Fish Lane.

The complainant told the Magistrate that the defendant was his nephew and had come from the country about two months ago. Defendant used to work for witness and knew the plan of his premises.

The Magistrate: Why did you dismiss him?—I did not. He is naturally bad, and left of his own accord.

The Magistrate: What do you propose doing with him?—His father is here, and is willing, if your Worship gives him a chance, to take him back to the country.

The defendant's father told the Magistrate that his son was only a boy, and did not realise the seriousness of the offence. He asked that the defendant be given a chance.

Inspector Wills pointed out to the Magistrate that had the keys fallen into the hands of a gang of thieves, the shop would have been robbed. The safe contained much money. He thought that if the defendant were given a taste of "inside" before he was taken back to the country, it would do him a lot of good.

The Magistrate: I am afraid he might get in contact with bad characters in the jail. I shall sentence him to 10 strokes of the birch and 24 hours' detention, and you will see that he is taken back to the country.

NOT A PASSENGER.

CAPTAIN'S COMPANION.

SHIP'S PASSENGER LIST IRREGULARITY.

Sub-Inspector Pincott this morning charged Mr. Christian Beck, master of the s.s. "Halvdan," before Magistrate Smith with unlawfully failing to furnish to the Police Boarding Officer a complete list of passengers arriving in the Colony by the "Halvdan" from Hankow.

The defendant pleaded "not guilty."

Pointing to a European lady in Court, Sub-Inspector Pincott said that her name did not appear on the passenger list.

The defendant told the Magistrate that the lady was his companion and not a passenger.

The Magistrate thought the defendant should have included the lady's name in the passenger list as she was not a member of the ship's crew, and ordered the defendant to pay a fine of $5.

LOCAL WEDDING.

HUTCHINSON—BYGATE.

In St. Andrew's Church, Kowloon, this afternoon, the Rev. Shewell, assisted by the Rev. Lindsey, married Lieut. Charles Monkford Bygate, of the 22nd Punjabis, to Miss Winifred Maud Hutchinson.

The bride, who was attended by Miss Joy Greenaway as bridesmaid, was given away by Major Greenaway. Major G. de S. H. Middlemass was best man.

After the ceremony a reception was held at the United Services Recreation Club, Kowloon, at which the customary toasts were honoured.

The honeymoon will be spent at Repulse Bay.

FALL FROM ROOF.

SKULL FRACTURED.

CHINESE WORKMAN'S DEATH.

While at work repairing the roof of No. 56, Connaught Road yesterday, a Chinese missed his footing and fell into the yard of No. 57. He was picked up unconscious and removed to the Government Civil Hospital where he died the same night from fracture of the base of the skull.

NEW FORM OF ENERGY.

A WAR SECRET.

WONDERFUL POWERS CLAIMED.

"Wave power" is an entirely new method of transmiting energy. This invention, according to its sponsors, will do much to make life more pleasant. It will mean, for example, better and quicker methods of cutting coal, and consequently much cheaper fuel. Wave power will be able to burrow the future Channel tunnel at about twice the speed and half the cost of the ordinary drilling machinery.

It will drive ships, trains, and motors, and raise lifts, do the riveting of ship builders, and even deputise for the man with the sledge-hammer who breaks up roads preparatory to mending. The inventor is Mr. George Constantinesco, the young Rumanian who, during the war, perfected the interrupter gear, which made it possible to fire a machine-gun through the buzzing propeller of an aeroplane in flight, without the bullets striking the revolving blades.

This synchronising bullet device was only made possible by "wave power," and Mr. Constantinesco carried out special experiments with his inventions for the Government in a mysterious, carefully guarded factory at West Drayton, Middlesex. It was stated in Parliament that he had claimed £300,000 from the Admiralty alone from his work.

His ideas of "wave power" have now been applied to mechanical uses by Messrs. W. H. Dorman and Co., Ltd., motor-engine builders, of Stafford. Many of the largest engineering and constructional firms in the country are adopting "wave power" tools of various kinds.

6,000 A MINUTE.

The theory of the invention, briefly, is this: Water is used as the medium for transmitting power, and the energy is sent in a series of waves, varying, according to intensity, from 100 to 6,000 a minute.

Electrical energy is transmitted in a succession of waves through a cable, or through the air in the case of wireless telegraphy. Just so with "wave power," except that water, or some other liquid, is the vehicle of the energy. The idea is radically different from that adopted in ordinary hydraulics, where the power is conveyed through a solid column of moving water.

Claims made for "wave power" transmission are:—

Simplicity, portability, no loss of energetic efficiency, low cost of installation and maintenance, and absolute safety.

"The tools we have made," said a representative of Messrs. W. H. Dorman and Co. to a *Daily Express* representative, "so far are principally of interest for drilling and coal-cutting in mining and for shipbuilding. Other tools, however, are in course of development for a variety of industries.

"One can scarcely foresee an end to the possibilities of 'wave power.' It can pump out coal from coal-mines as it pumped out bullets from aeroplanes. It can bridge rivers faster than any steamer or electrical appliance. It can drive ships, motors, and aircraft. It is one of the most versatile instruments of power known."

CHINESE POLITICS.

TOO MUCH TALK.

WANTED A CROMWELL.

The Intelligence Bureau of the Constitutional Government of China (i.e. the party of Messrs. Sun Yat-sen, Tang Shao-yi, W. Ting-fang and Tang Chi-yao) kindly sends us an abstract of the views of Southern leaders on the recent famous mandate proclaiming the union of North and South—to which, of course, the said leaders do not in the least subscribe, says the *N.C.D. News*. One rather clever hit is made, to the effect that

"inasmuch as the new parliament has been acknowledged to be illegitimate and cancelled by mandate, there is no reason why the President Hsu Shih-chang, who was elected by the illegitimate parliament, should remain in office; and that, apart from the question of law, the six provinces, viz., Szechuan, Kuangtung, Kuangsi, Yunnan, Kueichow and Hunan, did not as a matter of fact have representatives participating in the election when Hsu Shih-chang was elected to the presidentship, therefore Hsu Shih-chang cannot be the President of the Republic of China as a whole."

For the rest, nothing but tiresome dialectic, with which we will not weary our readers. The Chinese politician's love of argument for argument's sake makes one long for an Oliver Cromwell. The country is certainly ready for him, as an example of which the violent refusal of Chinese merchants to have anything to do with famine relief managed by Peking is not uninstructive. One has a feeling that the country's opinion is gradually crystallizing and expanding, and that only a leader is needed to give it explosive force.

SPORT.

LEAGUE FOOTBALL.

I.R.C. v. KOWLOON.

The following will represent the Indian R.C., in their second division football league match against the Kowloon Reserves on the St. Joseph's ground. Kick-off at 4 p.m. sharp:—A. O. Madar; A. Bandram and A. Jackson; A. Hassan, B. A. Hyder (Capt.) and D. Mohamed; M. Sadik, W. A. Hyder, G. A. Hyder, O. Rumjahn and I. Hassan. Reserve: E. Moosdeen.

CLUB DE RECREIO v. R.G.A.

For to-morrow's league match against the R.G.A. Reserves at Sookumpoo Valley, kick-off at 2.30 p.m. sharp, the following will represent the Club de Recreio:—E. V. de Sousa; D. Hyndman and T. Hyndman; P. Xavier, L. Xavier and H. Xavier; C. Assumpcao, V. Conceicao, H. Prata, T. Botelho and G. Osmund.

POLICE v. KOWLOON.

The following have been selected to represent the Hongkong Police in their first division league football match against the Kowloon 1st XI. on the Navy B ground to-morrow. Kick-off at 4 p.m. sharp:—Hillyer; J. Clarke and McWalters; Miller, Forbes and D. Clark; Dick, Watts, Cargill, Robertson and Alexander.

KOWLOON F. C. TEAMS.

The following teams will represent the Kowloon F. C. in their League engagements to-morrow:—

1st Division, Kowloon v. Police. Navy Ground. Kick off 4 p.m.:—W. Crocker, F. Wheeler, T. Knight, C. Millard, P. R. Beesley, J. Cardwell, W. Taylor, R. E. Townsend, F. Evelyn, B. Pasco, and F. Clemo.

2nd Division, Kowloon v. Indians. St. Joseph's Ground. Kick-off 4 p.m.:—H. McKay, S. H. Hewer, G. White, H. Roberts, J. Coupland, A. Martin, A. Spary, E. W. Alderson, K. A. Mason, A. Estorffe, and H. Blythe. Reserve—G. Jack.

BILLIARDS.

PALACE HOTEL TOURNAMENT.

Last night's match in the Palace Hotel Handicap Billiards tournament, resulted in Mr. Ho Sai-man (scr.) defeating Mr. J. Snook (-200) by 250-167.

Ho's highest breaks were 16 (twice) and 15, while Snook compiled pretty breaks of 36, 28, 23 (twice) and 22.

To-night at 8.30, Mr. A. G. Pile (-200) will meet Mr. Ho Sai-cheong (scr.). A good game is anticipated.

GYMKHANA.

THE ENTRIES.

Following are the entries for the Gymkhana meeting fixed for Saturday, November 27:—

(1) Tent Pegging:—T. W. Doyle, J. M. Dodington, R. M. P. Beaven, A. J. Samut, C. Sergeaunt, H. Seth, P. A. Cox, John Johnstone, J. Bell Irving, J. Bartholomew, G. H. Gibson, Major Law, Major Timmis, Brig.-Gen. Macnaghton.

(2) Gymkhana Stakes: — Louza, Spotted Sand, Slam, Burning Daylight, Lighting, Alexander, Attraction.

(3) Once Round Handicap:—Sepand, Cannon, Pantile, J. J. Cream, Burning Daylight, Wee Mouse, Cranby.

(4) Wachi-een-bitje Race:—Target, Turf King, Carlisle, Murphy, Bay Rum, Tonic, Winter Light, Supper Dance, Red Coat, Buck up, P. S., J. J. Grey, Chunes, Geordie Mac, Rab.

(5) Half Mile Race:—St. Anthony, Why Not, Red Coat, Cowichan, Don Carles, Now or Never, J. J. Cream, J. J. Chesnut, J. J. Grey, B. I. Chestnut, B. I. Grey, B. I. Bay, Leighton, Greybird.

(6) Distance Handicap: — Wakeford, Jorrocks, Tonic, Springer, Supper Dance, Moonshine, Why Not Red Coat, Buck Up, Nipper, Brown Paper, P. S., After Dark, Ringwood, Wee Mouse, Geordie Mac, Cranby.

(7) 1½ Mile Handicap:—Sepand, Lousa, Siamese Cat, Pawnshop, Salamander, Slam, Burning Daylight, Lighting, Alexander, Attraction.

CRICKET.

UNIVERSITY v. C.R.C.

The following will represent the University in the above Friendly Match to-morrow at 2 p.m. sharp, on the C.R.C. ground:—D. K. Samy (Capt.), T. E. Yeoh, H. C. Hunt, T. Pun, T. L. Cheah, K. S. Cheah, R. W. Barney, K. E. Mogra, R. Robertson, F. Baker and C. H. Yeoh. Reserve: M. K. Yue.

C.C.C. v. H.K.C.C.

League fixture to be played to-morrow on the latter's ground at 2 p.m. The following will represent the C.C.C.:—L. E. Lammert, B. W. Bradbury, F. G. Thompson, M. H. Abbas, S. Jex, A. W. Grimmett, E. Lawrence, Dr. M. E. Asger, W. Hall, W. Drake and R. Basa.

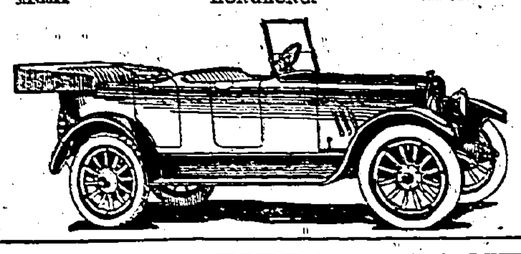
A friendly match between C.C.C. B team and Club de Recreio will be played to-morrow on the home ground at 2 p.m.

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MURDER TRIAL.

CHINESE FOUND GUILTY.

SENTENCED TO DEATH.

At the Criminal Session of the Supreme Court this morning, before the Acting Chief Justice, Mr. Justice Gompertz, Chan Kam Hung was charged with the murder of U. Kwong at 38, Catchick Street Kennedy Town, early on the morning of April 19. The defendant pleaded not guilty.

For participation in the same crime, Chan Wa Hei was found guilty and sentenced to death some weeks ago. The following Jury was empanelled: Messrs. Sheik Junau, D. A. Guinness, U. Pak Chun, C. P. Ross, S. T. Britton, B. H. Kettle, and K. S. Morrisson, foreman.

The Hon. Mr. Kemp, Attorney General, prosecuted. Mr. Drummond appeared for the defence.

The Attorney General outlined the circumstances of the case. On the night in question U. Kwong, a boy, and a cook were sleeping on the premises at 38 Catchick Street, when four robbers entered. They threatened to kill the cook, who remained quiet. The boy, however, was stabbed.

Dr. H. H. Scott, Medical officer in charge at Victoria Mortuary was called. He had examined the body at the Mortuary. The body, he said, bore three wounds, one of a serious character in the neck. This had passed through the windpipe and caused death.

Chung Yok then was called. He was a cook at the premises at 38 Catchick Street. He told of the robbery and murder. On the night of April 18 when he went to bed, he and U. Kwong were alone in the shop. U. Kwong was a boy of about ten years, and was a nephew of the master of the shop. The bed of the witness was on the left as one entered the shop; that of U. Kwong on the right. The electric light was on in the shop. He heard a noise and said "What is that?" From the outside came a voice "Keep quiet, or we'll kill you. Witness tried to run out the back way, but four men entered from the front and dragged him back. They entered the accountant's room. One of the men who held him had a dagger in his hand. Two of the men dragged the boy U. Kwong into the kitchen: The boy was asleep at the time. He heard the boy call out once: "Save life!" When the men left they took a bundle of clothing wrapped in a blanket. The witness went into the kitchen to see what had happened to the boy. There was a pool of blood on the floor; the boy was lying in it, not able to speak. He went out to get help. When he returned, the boy was dead.

Cross-examined by Mr. Drummond, witness said he did not know the two men who dragged the boy into the kitchen. He could not see their faces and could not recognize them. The only one he could recognize was one who spoke to him. He could not recognize the prisoner and did not remember ever having seen him.

Un Mui, a sugar packer, the principal tenant of the premises at No. 50, First Street testified that he saw the prisoner in one of the cubicles the evening before the robbery. With him were several others. He saw the prisoner there also the following day.

Mr. Pollock objected to the reading of a statement made by the prisoner on arrest. He made the point that the wounds "against you" had been deleted from the caution read to the prisoner, so that it was not impressed on the prisoner that what he said might be used against him. The objection was overruled. The statement was read.

In it the prisoner admitted participating in the robbery; admitted he had helped carry the boy into the kitchen; but denied that he had stabbed the boy. One of his companions, he said, had committed the deed. He said also that he had not got a single cash out of the job.

The prisoner, called to the witness stand, repeated that he did not kill the boy. He went with the others, he said, but he did not rob or kill.

Addressing the jury, the Attorney General said that all the robbers who went there that night were guilty of the murder as they went, prepared to accomplish their purpose in the face of opposition; and that the prisoner had admitted helping drag the boy to his death.

The jury retired, returning in a few minutes with a verdict of guilty. His Lordship sentenced the prisoner to death.

CHINA SQUADRON.

ADMIRAL ARRIVES.

SIR A. DUFF HERE.

The Admiralty yacht "Alacrity" with Admiral Sir Alexander Duff, K.C.B., on board, arrived from Shanghai this morning. After the usual salute was fired from the Kowloon battery, compliments were exchanged with the United States Flagship "Huron." Admiral Duff landed later in the morning at the Naval Yard and called on H.E. the Governor and General Ventris. Calls will be exchanged with Admiral Gleaves of the United States Navy to-morrow.

RISE TO WEALTH.

ROMANTIC CAREER.

RUNAWAY WHO MADE MILLIONS.

London, Sept. 24.—Upon return from shooting and deer-stalking on the Scottish moors, Mr. Michael P. Grace, the American millionaire, died suddenly at the London house, in Chesterfield Gardens, of his son-in-law, Lord Donoughmore.

His death ends one of the most romantic business careers known. Born seventy-five years ago, in a humble Irish cabin, near Queenstown, he amassed wealth in America which enabled him on his return to Europe to dwell in castles and win admission into circles to which in his wildest dreams when he first crossed the Atlantic he had not even dared to aspire.

Michael had a brother, William, to whom he was devoutly attached, and who when a boy ran away from home and sailed for New York. William soon made good in the house of Bryce and Co., of Callao, in Peru, and he sent home for Michael.

Together they founded the firm of Grace Brothers, of Lima, became market princes, and were able to oblige the Peruvian Government in the matter of converting £40,000,000 of debt.

WORLD WIDE BUSINESS.

Not content with their great South and Central American trade, the indomitable brothers established a branch in New York. William Grace remained there, and became one of the strongest and most popular mayors the city had ever known.

Michael came to England to establish another branch, and founded what has been truly described as a dynasty by force of his character, his wealth, and the charm of his daughters.

He bought a town house in Berkeley-square, and a country house in Herts. He joined the Carlton Club, but did not trouble about politics. He devoted himself, after a long life of exertion, to his daughters and society. Through the agency of a well-wisher he was led to believe that he had Norman blood in his veins and that his family was originally called Gros. This probably accounted for his wish to abide in Battle Abbey, of which he took a long lease, which he abandoned recently for Lord Airlie's seat, Cortachy Castle.

AN ABBOT'S CURSE.

William the Conqueror built Battle Abbey over the spot where King Harold fell. A lord abbot ruled there in comfort until the monastery was dissolved by Henry VIII, and the last abbot is said to have pronounced a curse that the owners of it should meet death by drowning.

During Mr. Michael Grace's tenancy of the abbey his eldest daughter, Mrs. Herbert Beaumont, was drowned while bathing with her son near Leghorn.

Mrs. Beaumont was one of a bevy of daughters called "The Four Graces." The second, Elena, became the wife of Lord Donoughmore. The third, Margharita, married John S. Phipps, son of the Pittsburg multi-millionaire, Henry Phipps. The fourth daughter, Gladys, became the wife of Major Rayment Hamilton-Grace, who was killed in the war.

It is announced that Captain Bradshaw, who has been for some years in command of some of the crack P. and O. mail liners to Australia, has retired from active service. The son of the late Rev. S. M. B. Bradshaw, Vicar of Holy Trinity Church, South Shore, Blackpool, it is many years since Captain Bradshaw joined the P. and O. He spent much time in the Indian and Far East runs, and enjoyed a great popularity among all classes of passengers.

NEW U.S. CONSUL.

MR. GALE ARRIVES.

Mr. William H. Gale, the new United States Consul-General for Hongkong, arrived in the Colony yesterday afternoon on the P. & O. steamer "Devanha," and will take up his duties on Monday. He is accompanied by Mrs. Gale. The new Consul-General comes from Copenhagen, where he had been stationed for three years.

LOCAL AND GENERAL.

One fatal case of enteric fever, Chinese, was reported yesterday.

There is now peace and order in Swatow, according to reports reaching Canton yesterday.

In the Criminal Session of the Supreme Court yesterday, before the Puisne Judge, Mr. Justice Wood, Tong Sham Chun was sentenced to 3 years with hard labour for passing a counterfeit bank note.

TO-DAY'S ADVERTISEMENT.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT-COLONEL L. G. BIRD, D.S.O. ADMINISTRATIVE COMMANDANT.

Hongkong, Friday, Nov. 19th, 1920.

1. Parades.

Parades for Week Ending 27th November, 1920, will be held in accordance with Programme of Work published in Corps Orders on Friday, 29th October, 1920.

2. Musketry.

PART I. Instructional Practices will be fired on **Saturday, 20th inst. at 2.15 p.m.** on King's Park Range. All N. C. Os and Men of Nos. 1 and 2 Platoons, who have not yet fired to **attend** except Recruits who have **never fired.**

Sunday, 21st instant, at 9.00 a.m. on King's Park Range. All N. C. Os and Men of No. 5, Platoon and Mounted Infantry Section, who have not yet fired **to attend** except Recruits who have **never fired.**

Dress: Drill Order. Both Days.

3. Orders for Engineer Company by 2nd Lieut. R. M. Smith.

Parades.

The Company will parade at Belchers for Practice Runs on the Lights at 5.30 p.m. on the following dates.

Friday, 26th November,
Tuesday, 7th December,
Friday, 17th December.

Practice Runs to commence prompt at 5.30 and terminate at 7.30 p.m.

All members are requested to attend these parades.

Promotions & Appointments.

No. 171 Sergt. J. H. Kynoch reverts to rank of Sapper at his own request from this date.

No. 18 Lance Sergt. W. G. Fitz-Gibbon is promoted Sergeant, vice Kynoch, with effect from this date.

No. 51 Lance Corpl. D. J. Brown is promoted Corporal and appointed Lance Sergeant, vice Fitz-Gibbon, with effect from this date.

No. 113 Sapper G.H.M. Bannerman is appointed Lance Corporal, vice Brown, with effect from this date,

Orders for Mounted Infantry Section.

Parades.

Parade at Riding School, Causeway Bay, at 5.15 p.m. on Monday, 22nd and Wednesday, 24th instant.

Dress: Optional.

Promoton.

No. 257 Private J. Bartholomew to be Lance Corporal, with effect from this date.

Orders for Cadet Company by Lieut. A. J. M. Weyman.

Parades.

The Company will parade at Headquarters on Tuesday, 23rd inst., at 5.30 p.m. All N.C.O's. to attend. Dress: Drill Order.

Band.

The Band will parade at Headquarters on Monday, 22nd instant, at 5.30 p.m. Dress: Drill Order (with instruments).

Strength.

The following Cadets having joined the Company are posted to the respective Sections:—

Cadets W. Chester and L. Cheesley No. 1. Section.
Cadets R. Parsons and Murphy No. 2. Section.
Cadets D. Stevens and M. Weill No. 3. Section.
Cadets I. Joseph and J. Pearne, No. 4. Section.

G. F. E. RAPSON, Bt.-Major, Adjutant, H. K. V. D. Corps.

NOTICES.

1. There will be a Practice Shoot on Sunday, 21st instant. at King's Park Range commencing at 2.15 p.m. for members of the Corps wishing to compete for places in the League Team.

2. Orders for next week will be issued on Wednesday and Thursday instead of Friday and Saturday, when detailsre Camp. Trains etc. will be published.

LATEST SHIPPING NEWS.

ARRIVED.

The s.s. "Demodocus," Captain T. R. Evans, 4,183 tons, arrived this morning at 7 a.m. from Singapore with 1,395 tons of general cargo and 55 bags of mail.

The s.s. "Fooksang," Captain T. A. Mitchell, 1,987 tons, arrived this morning at 7.50 a.m. from Singapore with 783 tons of general cargo and 90 bags of mail.

The s.s. "Hoihow," Captain C. Christiansen, 894 tons, arrived this morning at 8 a.m. from Shanghai with 500 tons of coal.

DEPARTURES.

The s.s. "Hailoong," Captain Thomson, sailed for Foochow via Swatow at noon to-day with 600 tons of general cargo.

The s.s. "Thong Samud," Capt. Barasamud, sailed for Bangkok at 2 p.m. to-day with 1,200 tons of general cargo.

The s.s. "Devanha," Capt. Randall, sailed for Yokohama via Shanghai at 3 p.m. to-day with 300 tons of general cargo.

The s.s. "Yuensang," Captain McAinsh, sailed for Manila at 3 p.m. to-day with 1,530 tons of general cargo.

The s.s. "Nile," Capt. Kingsley, sailed for San Francisco via Shanghai at 4 p.m. to-day with 800 tons of general cargo.

CLEARANCES.

The s.s. "Chunghing," Chinese, cleared to-day and will sail for Kwong-chow-wan, at 7 a.m. to-morrow.

The s.s. "Soshu Maru," Japanese, cleared to-day and will sail for Swatow via Takao, at 10 a.m. to-morrow.

The s.s. "Takada," British, cleared to-day and will sail for Calcutta via Singapore, at 11 a.m. to-morrow.

The C.P.O.S. R.M.S. "Empress of Japan" arrived at Yokohama on Nov. 17, left there Nov. 18 (Noon), and is due at Vancouver B.C., on Nov. 30.



In the code of the **UNDERWORLD**, "Pals First," spoken three times with the right hand drawn across the heart, means severance of relations between pals. If the one to whom the sign is given does not respond in like manner, then all friendship ceases. It means war! - - - - -

It is upon this theme that

"PALS FIRST"

Harold Lockwood's only special production and his last picture before he died, is based. It is a big story with a perfectly legitimate surprise in it.

You will enjoy also the very fine **CORONET REVIEW.**

TO-NIGHT till **MONDAY** at

THE CORONET.

TO-DAY'S ADVERTISEMENTS.

ROYAL HONGKONG YACHT CLUB.

Opening Cruise—20th Nov. 1920.

BY kind permission of Colonel Wyndham and Officers of the 2nd Batt. The Wiltshire Regiment, the Band of the regiment will play selections of Music at the Club House, North Point, during intervals of the Racing, and in the event of unfavourable weather there will be **Dancing** in the Club Gymnasium.

The Prizes will be presented by Lady Stubbs about 5.30 p.m.

Ladies and all friends of members are cordially invited to attend.

F. SMYTH,
Commodore, R. Hk. Y. C.

Hongkong, November 19, 1920.

ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE OPENING CRUISE of the Season will take place TO-MORROW (SATURDAY), Nov. 20th, at the Club House, North Point.

The Commodore, Vice-Commodore and Committee will be at home to Members and friends from 3 P.M.

Note for Cruiser Owners:—

Cruiser Owners are requested to note that should weather conditions be such as to render improbable the finish of Event No. 1 before the start of Event No. 2, the Cruiser Race will be called off and launches will be provided to tour the Cruisers to the Club Anchorage.

By Order,
R. E. MACDOUGALL,
Hon. Secretary & Treasurer.

Hongkong, November 19, 1920.

EARLY COLDS.

BE careful of the colds you take at this time of the year. They red particularly dangerous. A neglecate old may mean a winter-long cold. Take Chamberlain's Cough Remedy at once For sale by all Chemists and Storekeepers.

NOTICES.

LANE, CRAWFORD & CO.

SPORTS DEPARTMENT.

WE

HAVE JUST RECEIVED LARGE STOCKS OF

GOLF,
TENNIS,
FOOTBALL,
&
CRICKET
GEAR.

BOXING GLOVES, 698 ex.

"GOLD MEDAL" RACKETS.

BY THE LEADING BRITISH MAKERS.

ALSO

A NICE SELECTION OF

TOYS & INDOOR GAMES.

ST. ANDREW'S BALL.

YOU CAN PRACTICE IN YOUR OWN HOME

THE EIGHTSOME REEL

AND

THE FOURSOME REEL

WITH THE AID OF

COLUMBIA RECORD No. 270

ON SALE AT

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD. TEL. 1322.

THE "BON TON" LTD.

37, Queen's Road, Central.

JUST ARRIVED.

An odd assortment of Ladies' Hats of the latest French styles and make, no duplicates of any style.

Also Evening Dress and Costume Materials and Trimmings, etc.

EXPECTED SHORTLY.

The universal popular **BONTON** Corsets.

BUY YOUR STATIONERY FROM US.

We Keep the Finest,
Stocks Complete.

PRICES MODERATE.

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TANSAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellency and purity.

Beware of bogus imitations. **No Tansan** is genuine unless the label bears the name of

J. CLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tansan raises the spirits and [excites] sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey
Would have waived the flagon of wine away
And consoled himself as any man can
With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

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Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS:—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8.30 a.m. and 2 p.m. (Mondays at 7 a.m.) and 2 p.m. Sundays at 5 p.m. only).

Until further notice there will only be one steamer sailing hence daily at 5 p.m. Sundays 6.30 p.m. and returning from Macao daily at 8.30 a.m. Sundays 2 p.m. Mondays 7.30 a.m.

Further information may be obtained at the COMPANY'S OFFICE, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
Regular Sailings to
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S.S. "MUNCASTER CASTLE".....On or about 22nd November.

LLOYD TRIESTINO

FOR SHANGHAI.

S.S. "NIPPON".....On or about 2nd December.

FOR BRINDISI, VENICE, TRIESTE, Etc.,
TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS
Via:—SINGAPORE, PENANG, and COLOMBO.

S.S. "PERSIA"
On or about 12th December.

Passengers Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "BORNEO MARU".....On or about 25th November.

FOR JAVA.

S.S. "HOKUTO MARU".....On or about 13th December.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading For South AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD., IND APCAE LINES.

For Freight or Passage on any of the above Lines apply:—
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E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

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O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
HAVANA MARU (Call Marseilles)...Sunday, 5th December.

BUENOS AIRES—Rio de Janeiro, Santos, Durban and Cape Town via Singapore.
TACOMA MARU (Taking Passengers)...Thursday 9th December

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
SIAM MARU (Taking Passengers).....Sunday, 21st November.
TACOMA MARU omit Mauritius.....Thursday, 9th December.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.
UNNAN MARU.....Wednesday, 1st December.

SYDNEY, & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Manila and Shanghai—Regular fortnightly service touching at immediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
AFRICA MARU.....Wednesday, 24th November.
*ALABAMA MARU (Taking Passengers)...Saturday, 11th December.
*Omit Manila.

NEW YORK—Regular monthly service via Japan ports, San Francisco Panama and Cuban Ports.
AMUR MARU.....Thursday, 27th January, 1921.

NEW ORLEANS LINE.
SUMATRA MARU.....Beginning December.

JAPAN PORTS—Omit Yokkaichi—Call Shanghai.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.
AMAKUSA MARU.....Sunday, 21st November.

TAKAO via SWATOW and AMOY.
SORHU MARU.....Saturday, 20th November.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
No. 1, Queen's Building.
Tel. No. 74 and 745.

CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....Sailing Dec. 5th.

For Freight and Passage apply to—
THE CHINA & AUSTRALIA S. S. CO., LTD.
Agents.
Telephone No. 2207. 112, Connaught Road Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
SHANGHAI & TSINGTAO	TEAN	Nov. 20, at 4 p.m.
WEIHAIWEI, CHEFOO, & TIENTSIN	KUECHOW	Nov. 21, at Daylight.
ILOILO	YUNNAN	Nov. 22, at 4 p.m.
SWATOW & BANGKOK	LUCHOW	Nov. 23, at 10 a.m.
AMOY, SHANGHAI AND PUKOW	SHANTUNG	Nov. 23, at 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	KAIFONG	Nov. 24, at 11 a.m.
SHANGHAI	SINKIANG	Nov. 25, at Noon.

SHANGHAI LINE.—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

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"CITY OF SPOKANE".....Due About Nov. 25th.
(Calling at Kobe and Yokohama.)
For NEW YORK.
"SURUGA".....About Dec. 10th.
For PORTLAND.
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Through Bills of Lading issued to Overland Common Points.

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HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVES HONGKONG.
SHINYO MARU	22,000	Nov. 23rd.
†PERSIA MARU	9,000	Dec. 2nd.
KOREA MARU	9,000	Dec. 17th.
SIBERIA MARU	20,000	Dec. 31st.
†ENYO MARU	22,000	Jan. 13th.

†Omitting call at Shanghai. *Calling at Keelung.

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THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
*TOKUYO MARU	8,600	Dec. 9th.
KIYO MARU	17,300	Jan. 10th. 1921

*Cargo only.

For full information regarding passengers freight and sailings, apply to:—
Y. TSUTSUMI, Manager.
Tel. Nos. 2374 & 2375.
King's Building.
Agents at Canton:
Messrs. T. E. GRIFFITH, LTD.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

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"Operating the following U.S. Shipping Board steamers.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE TO ARRIVE		DUE TO SAIL
S.S. "WEST HIKA"	Dec. 8.	S.S. "WEST HIKA" Dec. 11.

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transhipment en route.
Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE:—LOS ANGELES, CALF.
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SHIPPING

C P O S

SAILINGS.
HONGKONG to VANCOUVER
(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

STEAMERS	FROM HONGKONG	VANCOUVER
Empress of Russia	Dec. 16	Jan. 3
*Montcalm	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 18
*Montcalm	Apr. 7	May 1
Empress of Russia	Apr. 23	May 16
Empress of Japan	May 10	May 31
Empress of Asia	May 26	June 13

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing destined prior to departure from the Orient. Traffic conditions on the Atlantic are so congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here, will cover all such reservations.

For Fares and other information please apply to:
HONGKONG OFFICE.
Telephone 32. Cable address: CANPAC.
CANADIAN PACIFIC
OCEAN SERVICES

CHINA MAIL S.S. CO., LTD

FREIGHT AND PASSENGERS

"NANKING"	"NILE"	"CHINA"
(15,000 tons).	(11,000 tons).	(10,200 tons).

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NILE"	"CHINA"	"NANKING"
November 18th 1920.	December 4th 1920.	January 12th 1921.

at Noon.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting Freight and Passenger Agent. Tel. Passenger Dept. 1934.
Prince's Buildings, Ice House Street. Tel. Freight Dept. & Agent. 2161.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW
(Calling at Amoy for Passengers only.)
AND RETURN.
(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING.
HAILOONG	Capt. J. S. Thomson	FRIDAY, 19th Nov., at Noon.
HAICHING	Capt. A. H. Stewart	TUESDAY, 23rd Nov., at Noon.
HAIHONG	Capt. W. C. Passmore	FRIDAY, 26th Nov., at Noon.

SWATOW.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

AMERICAN & ORIENTAL LINE.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to:—
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MANAGING AGENTS.

"ELLERMAN" LINE.

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JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For	Steamer	Sails.
LONDON & ROTTERDAM...	"BLOEMFONTEIN".....	On 28th Nov.

Subject to change without notice.

THE BANK LINE, LTD.
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NEW YORK DIRECT.

JOINT SERVICE OF THE
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LD. & CHINA MUTUAL S.N. CO., LD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LD.)
SAILINGS FROM HONGKONG.

"ROMEO"	via Suez	20th Dec.
"CITY OF AGRA"	via Panama	20th Dec.
"LAOMEDON"	via Suez	13th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE } THE BANK LINE, LD., HONGKONG.
HONGKONG & CANTON } REID & CO., CANTON.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Nov. 21.—	B. F.	Antilochus.
22.—	B. F.	Elpenor.
23.—	B. F.	Tydeus.
27.—	B. F.	Peleus.
29.—	B. F.	Telemachus
Dec. 6.—	B. F.	Orestes.
11.—	P. & O.	Dunera.
13.—	B. F.	Agapenor.
19.—	B. F.	Demodocus
27.—	B. F.	Alcinous.
Jan. 3.—	B. F.	Hector.
3.—	B. F.	Rhesus.
5.—	B. F.	Laomedon.
31.	B. F.	Anchises.

FROM JAPAN.

Nov. 22.—	B. I. A.	Japan.
22.—	N. Y. K.	Bombay Maru.
23.—	P. & O.	Nellore.
23.—	E. & A.	Kanowna.
Dec. 1.—	E. & A.	Kanowna.
8.—	B. F.	Theseus.
9.—	P. & O.	Somali.
17.—	B. I. A.	Tanda.
18.—	P. & O.	Devanha.
20.—	B. F.	Pyrrhus.
20.—	E. & A.	St. Albans.
30.—	P. & O.	Sicilia.
Jan. 2.—	B. F.	Machaon.
15.—	E. & A.	Eastern.
18.—	B. F.	Bellerophon.
21.—	P. & O.	Plassy.
24.—	B. F.	Knight Templar.
24.—	B. F.	Oanfa.
29.—	B. F.	Ixion.
Feb. 3.—	P. & O.	Delta.
7.—	B. F.	Lycaon.
18.—	P. & O.	Khiva.
21.—	B. F.	Mentor.
31.—	B. F.	Achilles.

FROM MANILA.

Dec. 4.—	B. F.	Talthybius.
24.—	B. F.	Tyndareus.
Jan. 18.—	B. F.	Teucer.
Feb. 7.—	B. F.	Ixion.
28.—	B. F.	Talthybius

FROM BOMBAY.

Nov 29.—P. & O. Dunera.

FROM CALCUTTA.

Nov. 24.—	N. Y. K.	Shinzui Maru.
24.—	N. Y. K.	Nagano Maru.
27.—	B. I. A.	Tanda.

FROM MELBOURNE AND SYDNEY.

Dec. 4.—	E. & A.	St. Albans.
7.—	A. O.	Changsha.
23.—	E. & A.	Eastern.

FROM SEATTLE.

Dec. 13.—	B. F.	Tyndareus.
Jan. 5.—	B. F.	Teucer.
25.—	B. F.	Ixion.
Feb. 15.—	B. F.	Talthybius.
Mar. 10.—	B. F.	Tyndareus.
Apr. 2.—	B. F.	Teucer.

FROM SAN FRANCISCO.

Nov. 24.—	T. K. K.	Persia Maru.
30.—	J. O. J. L.	Tjisondari.

FROM LOS ANGELES.

Dec. 8.—L.A.P.N. West Hika.

FROM NEW YORK.

Nov. 27.—G. L. Glenshane.

FROM LONDON.

Nov. 26.—	N. Y. K.	Atsuta Maru.
Dec. 4.—	P. & O.	Sicilia.
9.—	N. Y. K.	Shidzuoka Maru.
13.—	P. & O.	Benes.
22.—	P. & O.	Plassy.
Jan. 2.—	P. & O.	Labore.
6.—	P. & O.	Delta.
11.—	P. & O.	Khiva.
20.—	P. & O.	Alipore.

FROM LIVERPOOL.

Nov. 20.—	B. F.	Orestes.
20.—	B. F.	Demodocus.
Dec. 7.—	B. F.	Knight Templar.
13.—	B. F.	Laomedon.
13.—	N. Y. K.	Tokushima Maru.
16.—	B. F.	Alcinous.
22.—	B. F.	Rhesus.
Jan. 1.—	B. F.	Protesilaus.
6.—	B. F.	Anchises.
13.—	B. F.	Mentor.
22.—	B. F.	Achilles.

FROM HAMBURG.

Dec. 5.—N. Y. K. Tenshima Maru.

Shanghai painters went on strike on account of the proposal of the masters to deduct one cent from their daily wages. The daily allowance is forty cents, but the masters propose to raise a fund for the maintenance of the old and the sick, who are members of the Painters' Guild, by taxing the painters one cent a day.

INDIGESTION AND BILIOUSNESS.

YOU should not eat food of any kind when bilious, but take a full dose of Chamberlain's Tablets and drink plenty of water. That will cleanse the stomach, move the bowels and soon restore the system to a healthy condition. For sale by all Chemists and Storekeepers.

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PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NELLORE"	6,853	26th Nov.	MARSEILLES LONDON & A'werp.
"SOMALI"	6,712	10th Dec.	Do.
"DUNERA"	5,400	12th Dec.	Singapore, Colombo & Bombay.
"DEVANHA"	8,100	19th Dec.	MARSEILLES LONDON & A'werp.
"SICILIA"	6,702	31st Dec.	Do.
"PLASSY"	7,346	22nd Jan. 1921.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	20th Nov. at Noon.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA" "ST. ALBANS"	7,000 4,500	30th Nov. 22nd Dec.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney, and Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DEVANHA"	8,100	19th Nov. at Noon.	S'hai, Moji, Kobe & Y'hama.
"DUNERA"	5,400	30th Nov.	Shanghai only.

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NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

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TOYOHASHI MARU Friday, 26th Nov., at 11 a.m.
FUSHIMI MARU (omit. Manila) Tuesday, 14th Dec., at 11 a.m.
KATORI MARU Tuesday, 28th Dec. at 11 a.m.
KASHIMA MARU (Omit., Manila) Wednesday, 26th Jan., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

INABA MARU Monday, 29th Nov., at 11 a.m.
KAMO MARU Friday, 10th Dec., at 11 a.m.
IYO MARU Friday, 24th Dec., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

LIMA MARU Saturday, 4th December.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU ...Sailing from Singapore ... End of November.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU Wednesday, 24th Nov., at 11 a.m.
TANGO MARU Wednesday, 22nd Dec., at 11 a.m.

NEW YORK via Manila, Java, Straits, Suez.

TSUYAMA MARU Saturday, 20th November.

SOUTH AMERICAN PORTS via Cape.

HAKODATE MARU Sailing from Singapore Thursday, 9th December.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU... Sunday, 28th November.

CALCUTTA & RANGOON via Singapore & Penang.

BOMBAY MARU Wednesday, 24th November.
TAKETOYO MARU Saturday, 4th December.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU... Friday, 19th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINZUI MARU... Thursday, 25th November.
NAGANO MARU Thursday, 25th November.
ATSUTA MARU Saturday, 27th November, at 11 a.m.
SHIDZUOKA MARU Friday, 10th Dec., at 11 a.m.

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S. YASUDA, Manager.

Telephone Nos. 292 & 293.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE.

CHINA COAST, ETC.

SWATOW.

Nov. 20.—O.S.K. Soshu Maru.
20.—O.S.K. Amakusa M.
21.—D. L. Haiching.
22.—C. N. Luchow.
26.—D. L. Haibong.

AMOY.

Nov. 20.—J.C.J.L. Tjikini.
20.—O.S.K. Soshu Maru.
21.—O. S. K. Amakusa Maru.
23.—D. L. Haiching.
23.—C. N. Shantung.
26.—D. L. Haibong.

FOOCHOW.

Nov. 23.—D. L. Haiching.
26.—D. L. Haibong.

SHANGHAI.

Nov. 20.—J.C.J.L. Tjikini.
20.—C. N. Tean.
21.—B. F. Orestes.
22.—B. F. Demodocus.
23.—C. N. Shantung.
25.—C. N. Sinkiang.
25.—L.C.S.N. Hopsang.
30.—P. & O. Dunera.
Dec. 2.—L.T. (D. & Co.) Nippon.
8.—B. F. Knight Templar.
17.—B. F. Alcinous.
23.—B. F. Rheus.
Jan. 7.—B. F. Anchises.

WEIHAIWEI AND CHEFOO

Nov. 21.—C. N. Kueichow.

TIENTSIN.

Nov. 21.—C. N. Kueichow.

TAKU AND DALNY.

Nov. 22.—B. F. Demodocus.

TSINGTAO.

Nov. 20.—C. N. Tean.

PUKOW.

Nov. 22.—C. N. Shantung.

TAKAO.

Nov. 20.—O. S. K. Soshu Maru.

KEELUNG.

Nov. 21.—O. S. K. Amakusa Maru.

HAIPHONG AND HOIHOW.

Nov. 24.—C. N. Kaifong.
24.—L.C.S.N. Loksang.

SAIGON.

Nov. 27.—M. M. Cordillere.
Dec. 1.—O. S. K. Unnan Maru.

BANGKOK.

Nov. 23.—C. N. Luchow.
Dec. 1.—O. S. K. Unnan Maru.

SINGAPORE.

Dec. 1.—O. S. K. Unnan Maru.

INDIAN PORTS, ETC.

CALCUTTA.

(VIA RANGOON).

Nov. 20—B. I. A. Takada.
22.—N. Y. K. Bombay Maru.
23.—L.C.S.N. Fooksang.
24.—B. I. A. Japan.
26.—L.C.S.N. Namsang.
Dec. 4.—N. Y. K. Taketoyo Maru.
19.—B. I. A. Tanda.

BOMBAY AND COLOMBO.

Nov. 17.—P. & O. Dilwara.
21.—O. S. K. Siam Maru.
28.—N. Y. K. Tenshin Maru.
Dec. 12.—P. & O. Duners.

JAVA PORTS, ETC.

Nov. 20.—D. L. Glymont.
25.—J. C. J. L. Childar.
25.—D. L. Late Onawa.
Dec. 3.—J.C.J.L. Tjisoendari.
5.—C. A. Victoria.
13.—N.Y.K. (D. & Co.) Hokuto M.

PHILIPPINE ISLANDS, ETC.

ILOILO.

Nov. 22.—C. N. Yunnan.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

Nov. 24.—N. Y. K. Aki Maru.
Dec. 1.—E. & A. Kanowna.
5.—C. & A. Victoria.
13.—A. O. Changsha.
22.—E. & A. St. Albans.
22.—N. Y. K. Tango Maru.
Jan. 17.—E. & A. Eastern.

JAPAN PORTS.

Nov. 24.—N. Y. K. Bombay Maru.
25.—N. Y. K. Shinzui Maru.
25.—N.Y.K. (D. & Co.) Borneo M.
25.—N. Y. K. Nagano Maru.
27.—N. Y. K. Atsuta Maru.
29.—M. M. Amazone.
30.—S. & D. Hathaway.
Dec. 5.—P. & O. Sicilia.
6.—E. & A. St. Albans.
8.—B. F. Knight Templar.
10.—N. Y. K. Shidzuoka Maru.
13.—M. M. Andre Lebon.
13.—B. F. Laomedon.
14.—P. & O. Banca.
23.—P. & O. Plassy.
31.—E. & A. Eastern.
Jan. 2.—B. F. Protesilaus.
3.—P. & O. Lahore.
7.—P. & O. Delta.
12.—P. & O. Khiva.
14.—B. F. Mentor.
21.—P. & O. Alipore.
23.—B. F. Achilles.

AMERICAN PORTS.

VANCOUVER.

Nov. 26.—O. S. K. Africa Maru.
Dec. 5.—W. L. West Jappa.
11.—O. S. K. Alabama Maru.
16.—C.P.O.S. Empress of Russia.
31.—C.P.O.S. Monteagle.
Jan. 13.—C.P.O.S. Empress of Asia.
19.—C.P.O.S. Empress of Japan.
Feb. 10.—C.P.O.S. Empress of Russia.
Mar. 15.—C.P.O.S. Empress of Japan.
31.—C.P.O.S. Empress of Asia.
Apr. 7.—C.P.O.S. Monteagle.
28.—C.P.O.S. Empress of Russia.

VICTORIA.

Nov. 28.—N. Y. K. Toyohashi Maru.
28.—O. S. K. Africa Maru.
Dec. 3.—S. & D. West Iris.
5.—W. L. West Jappa.
11.—O.S.K. Alabama Maru.
14.—N. Y. K. Fushimi Maru.
28.—N. Y. K. Katori Maru.
Jan. 28.—N. Y. K. Kashima Maru.

SEATTLE.

Nov. 20.—B. F. Ixion.
26.—N. Y. K. Toyohashi Maru.
26.—O. S. K. Africa Maru.
Dec. 3.—S. & D. West Iris.
5.—W. L. West Jappa.
7.—B. F. Talthybius.
11.—O. S. K. Alabama Maru.
14.—N. Y. K. Fushimi Maru.
28.—N.Y.K. Katori Maru.
30.—B. F. Tyndareus.
Jan. 25.—B. F. Teucer.
26.—N. Y. K. Kashima Maru.
Feb. 15.—B. F. Ixion.
Mar. 8.—B. F. Talthybius.

TACOMA.

Nov. 26.—O. S. K. Africa Maru.
Dec. 5.—W. L. West Jappa.
11.—O. S. K. Alabama Maru.

SAN FRANCISCO.

Nov. 20.—D. L. West Cadron.
23.—N. Y. K. Shinyo Maru.
22—S. & D. Colorado Springs.
Dec. 2.—T. K. K. Persia Maru.
4.—C. M. S. China.
17.—T. K. K. Korea Maru.
25.—S. & D. West Carmona.
31.—T. K. K. Siberia Maru.
Jan. 12.—C. M. S. Nanking.

LOS ANGELES.

Dec. 11.—L.A.P.N. West Hika.

PORTLAND.

Nov. 20.—A. L. Coaxet.

VALPRAISO.

VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BAIBAO, CALLAO, ARICA & IQUIQUE).

Dec. 9.—T. K. K. Tokuyo Maru.
Jan. 10.—T. K. K. Kiyo Maru.

NEW YORK.

(VIA PANAMA.)

Nov. 30.—S. & D. City of Omaha.
30.—S. & D. Hathaway.
Dec. 10.—A. L. Saruga.
25.—S. & D. Eurana.
30.—B. F. City of Agra
(VIA SUEZ.)
Nov. 20.—B. F. Romeo.
20.—N. Y. K. Tsuyama Maru.
22.—D. L. M. S. Dollar.
Jan. 13.—B. F. Laomedon.

DURBAN AND CAPETOWN.

(VIA BUENOS AIRES, RIO DE JANEIRO, SANTOS AND MAURITIUS.

Dec 9.—O. S. K. Tacoma Maru.

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Hongkong, April 1, 1912.

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NOTICE TO CONSIGNEES.

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Having arrived from the above Port Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Monday, 22nd instant at 10 a.m.

All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

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Hongkong, November 18 1920.

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"HATHAWAY" 30th November.
"EURANA" 25th December.

For SEATTLE & VANCOUVER.
"WEST IVIS" 3rd December.

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SOME GOOD STORIES.

SIR HENRY LUCY'S MEMORIES OF FAMOUS MEN.

"Toby, M.P." is a delightful but a rather disappointing diarist. Why has he given us, in his "Diary of a Journalist," only two or three pages from his diary of the war years? Possibly his war-time diary might have paled beside some of the blazing indiscretions of other diarists, but it must have been—to judge from his pre-war pages—always interesting and sometimes intimate.

One of his happiest stories is told of Labouchere, at a time when the apostle of "Truth" was attached to the Embassy at Washington. A British visitor one day bounced in and insisted on seeing the Ambassador.

As he could not be got out of the outer office he was handed on to Labouchere, who told him the Minister was not in. The Briton was not to be put off by subterfuge of that kind.

"Then I will wait till he comes in," he said.

"Very well," said Labouchere, "pray take a chair."

The bland attache, his invitation accepted, continued the writing interrupted by the arrival. At the end of an hour the visitor, still fuming, inquired whether the Minister was expected back. "Oh, certainly," said Labouchere. Another hour passed, the morning caller evidently growing increasingly impatient.

"Do you think he will be back before lunch?" he asked, looking at his watch.

"I think not," said Labouchere, in his sweetest manner. "The fact is, he sailed for Europe on Wednesday, and can scarcely yet have sighted Queenstown. But you know you said you'd wait till he came back, so I asked you to take a chair."

"TRILBY'S" SUCCESS.

Only the other day Lady Tree was recalling the success of "Trilby" when her husband produced it in London. Here is an interesting note on the author, made by Sir Henry at the time of Du Maurier's death in 1896. Du Maurier, the diarist recalled, died in the belief that in "The Martian" he had written a book which was much greater than "Trilby." Fortunately, perhaps, he did not live to realise that the truth was far otherwise.

"No one can conceal or mitigate the totality of its failure to interest," wrote Sir Henry. "It is fortunate for the publishers that they had receipts on 'Trilby' to average against their takings on 'The Martian.' Contemplation of the situation is, from their point of view, made the more saddening from consideration of the fact that whilst they bought 'Trilby' for £1,000, they gave £10,000 for 'The Martian.'"

WINSTON AS WAR CORRESPONDENT.

These figures remind one of an entry in which the diarist reveals the high price paid for his work to another writer—Winston Churchill, when the latter acted as war correspondent for the *Morning Post* during the South African War. "Lord Glenesk made a pretty bold bid for Winston," remarks Sir Henry, writing on April 21, 1900.

"He offered him a four months' engagement, at a salary of £1,000, with all expenses paid. . . . The term having lapsed, the special correspondent's engagement has been renewed on even more favourable terms."

Another page which now reads like ancient history records (on July 21, 1900) that "the Prince of Wales (King Edward) has made his first journey in a motor car."

The vehicle that carried Caesar and his fortunes is the property of Mr. Scott Montagu, M.P. (Lord Montagu of Beaulieu), one of the earliest, now rated among the most skilful drivers of motor cars. The member for New Forest was staying at a country house, the party including H.R.H. According to his habit, he arrived in his motor car, in which the Prince took the liveliest interest. An early opportunity was found for an experimental drive, which proved highly successful. It is quite on the cards that very shortly H. R. H. will have his own motor car, a circumstance that will give a great impulse to a rising industry.

THE SECRET SIGN.

Two customs incidentally mentioned by Sir Henry in the course of his diary may cause some speculation. Do Cabinet Ministers still use a secret sign on their correspondence? And is the cryptic statement "Five minutes to nine" still heard in the ward-rooms of the Navy?

Dining one night on the flagship of the Channel Fleet I was struck by a bluejacket entering the saloon and saluting the Flag Captain, saying: "Five minutes to nine, sir!" Turning to the Admiral, the Captain in a low voice repeated the communication, whereat the Admiral nodded. The same thing happening on the following night, I ventured to inquire what it might portend. No one seemed quite to know. It had been nightly done as far back as memory went. . . .

Those who remember Kipling's story of the entertainment once provided for the edification of an unauthorised visitor to one of his Majesty's ships will perceive a faintly reminiscent flavour about this incident. Could it have been a "leg pull" devised for the benefit of "Toby, M.P."—Ex.

ACCIDENTS WILL HAPPEN.

IT may be impossible to prevent an accident, but it is not impossible to be prepared for it. Chamberlain's Pain Balm is not beyond anyone's purse, and with a bottle of this liniment you are prepared for most anything. For sale by all Chemists and Storekeepers.

WILD MAN OF BORNEO.

TIGER HUNT DISASTER.

FILM PARTY'S EXPERIENCE.

The following gem, culled from the San Francisco *Chronicle* of May 7, has been sent to the B.N.B. *Herald* by a correspondent who also hails from "God's own country." He writes: "It would seem that North Borneo has been ineffectually explored hitherto if a so-called scientist can heroically land on its coasts and immediately find tigers—to say nothing of Kings, Princes and a tribe of Natives—or that San Francisco is, in places, alarmingly 'wet'!"

An adventure in Borneo in which a perfectly good American movie machine was smashed by a tiger, who was killed by W. F. Alder, just as the attack was made. The animal jumped twenty feet and had died from the effects of two bullets by the time he landed upon the camera.

Film Records Thrill in Borneo, Wild Life Hunt, Cannibal Viands Taste Queer, Scientist's Find.

American scientists who seek specimens and experience in the wilds of the Far East will have their desires fully gratified, according to W.F. Alder and Edward Laemmle, who arrived on the Oceanic steamship "Sonoma" after one year's travel in Japan, China, India, the Straits Settlements and Borneo for the Southern California Academy of Science and Explorations and the Universal Films. As an indication of what may be expected, the Los Angeles men recounted the following experiences:

The skipper of a small Dutch trading schooner became intoxicated and wrecked the craft on a reef, compelling the Americans to make their way ashore on the north side of Borneo in the ship's dinghy.

Upon landing the travellers were surrounded by Kia Kias, a tribe of head hunters, and secured respect by knocking out the chief and eight of his warriors by punching them on the point of the chin.

As a token of respect the shipwrecked scientists were then presented with a strange dish, which they did not relish, and therefore ate but little and were then presented with a score of human heads, one of which was from a girl (sic) who had suffered the supreme sacrifice a few days previously.

The adventurers then proceed d to film a tiger hunt. One of the huge beasts broke through the jungle and attacked Alder, who placed two well-directed shots before the animal struck the camera. The machine was wrecked. Alder's leg was beneath the tiger, and the episode was registered by the second camera operated by Laemmle, who is the nephew of Carl Laemmle, president of the Universal Company.

Alder said:

"One gets used to little experiences of that sort in an expedition into the by ways of the world. We are returning with many rare specimens that will be interesting to the Academy. These included, in addition to the heads, a lot of truck presented by his majesty, the King of Borneo, and the Prince.

The eating of human flesh is still in vogue among the Kia Kias of Borneo, and every effort to stamp the habit out has failed of success. The Europeans are practically safe, however, because the natives fear reprisals if they attack the whites. The daughter of one of the chiefs took a fancy to my assistant, Laemmle, and the old fellow suggested that as a son-in-law the nephew of the Universal Films would do nicely.

We expressed regrets and got away our loot. I will travel and lecture in the principal cities for a year and will then make another trip, this time to the South Seas, for fresh material."

EARTHQUAKE DISASTERS.

GREAT SHOCKS.

AN INTERESTING SURVEY.

Since 1769, the date of the earliest recorded seismic disturbance in Southern California, the Pacific Coast has been visited at intervals by earthquakes. These tremors have ranged from the slightest oscillation, detected only by seismograph, to shakes that leave behind them wreckage and casualties. But the number of the destructive shocks may be told off on the fingers of one hand. A survey of the records of all earthquakes that have occurred in Southern California in the last 150 years shows that Los Angeles has suffered very little damage from the shakes that have visited the city. San Francisco, on the contrary, has suffered from three destructive and four exceptionally severe earthquakes, and besides, has felt many light tremors. The destructive shocks in San Francisco occurred in 1865, when numerous buildings were destroyed; in 1868, when thirty lives were lost and many buildings were ruined; and in 1906, when about 500 persons were killed and property damage estimated at 500 million dollars was done by the shake and the fire that followed it.

THREE A DAY IN JAPAN.

From this record it should not be concluded, however, that California is in any sense the particular home of seismic shocks. Japan, perhaps, holds the palm as an earthquake country, and other lands, notably Italy and India, have formidable records in this regard. Japan, by official record has had in recent times an average of 1,000 earthquakes a year, almost three a day. The national architecture, in fact, has been largely moulded by the consideration that one's house may be shaken down at any time. The most destructive earthquake on record occurred in that country in 1894. It cost 100,000 lives.

Italy's black record in this regard is marked principally by the great Calabrian earthquake of 1783, which wrought wide destruction; the Neapolitan trembler of 1857, which killed 12,300 persons and was the third in severity ever recorded in Europe, and the Calabrian and Sicilian catastrophe of 1908, when 77,283 persons were killed, according to the official records. Within the last 100 years seven other destructive shocks in Italy have cost 80,000 lives.

India has been visited in recent times by the shock known as the great Indian earthquake of 1897, which had terrific force, but centred mostly in comparatively barren regions in the province of Assam and by the Kangra shake of 1905, which, though less severe than the Assam upheaval, killed some 20,000 persons.

Lisbon, Portugal, was largely shaken to pieces by a shock in 1755, one of the earliest of the great earthquakes studied according to the methods of modern science.

Nine in every ten houses in Charleston, S.C., were damaged by a severe earthquake in 1886, in which 27 persons were killed outright and many others, some of whom died as a result, were injured.

Virginia has had many earthquakes.

VALPARAISO WRECKED.

A large part of Valparaiso, Chile, including the principal public utility works, was wiped out and 1,500 persons were killed by a shock in August, 1906, which had been preceded by severe earthquakes in 1730, 1822, 1839 and 1873. Manila has had two destructive quakes—in 1863, when 1,000 persons were killed, and in 1880, when 3,000 died. Other notable earthquakes of modern times, proving that the shocks move pretty much all round the world, are: Quito, Ecuador, 1859, fatalities 5,000. Mendoza, Spain, 1861, fatalities 12,000.

MODERN CHINESE WOMEN.

GREAT IMPROVEMENT.

"THE OLD ORDER CHANGETH."

The 1920 Chinese girl or woman is a great improvement on her forerunners. There is a superior animation and keener vivacity noticeable about her. Her eyes have life. Why? Simply because she has had education. Her sluggish brain has been filled and dusted, and the internal transition is visible on her features writes A. C. Hyde Lay (Nanking). Before she had little or no education. Even if she could read a limited number of characters she was considered somewhat of a prodigy. But now schools for girls exist in abundance. Improvement, moreover is rapid. In 1914 there were 108,000 schools or colleges in China, in 1917 the number had increased to 120,000.

In olden days the three types of girl seen by the foreigners in China were the rich, who drove past in grand carriages, "with tinsel show and all that," the poor, who walked and still walk barefooted and neglected, and the dancers, commonly called "singing girls," who sat, hands in pockets (for the Chinese females wear trousers), and bobbed up and down in the passing ricsha. Now there is another type, the bright, eager maiden, who realises what it is to

Stand with reluctant feet.
Where the brook and river meet.

When they are seen at their cottage doors, the wood smoke creeping up behind them and filling the air with delicious incense, while baby brothers perform gyroscopic actions beside them, the pretty little maids, their smooth pink faces in striking contrast to the dark, wavy hair, adorned with red or green artificial flowers. Even some of the dancing girls can be attractive. Go to any official dinner given for the consul or the Commissioner of Customs by the Civil Governor or other leading Chinese official, and half way through the lengthy but excellent repast a singing girl will come, smiling, into the room, and seat herself on a stool immediately behind the chief guest. The latter at once speaks with greater zest or abstraction, as the case may be, to the host, but to notice the maiden at once is not etiquette. Meanwhile, the other guests become cheerful and expectant, for further girls will follow. After every honourable visitor has a lady seated behind his back, the chief songstress commences a melody. On one occasion the sweet Philomel commenced her lyric so lustily and suddenly that the man in front of her, who was enjoying shark's fins, jerked back in his chair and clapped a hand to his ear. So spontaneous was the act that the Chinese host laughed delightedly, and the coy nightingale became a mass of "heavenly blushes," and, while trying to complete her song without breaking down, made such wondrous mouths that the host and party were in a perfect frenzy of amusement.

CHINESE MARRIAGES.

The element of love is supposed by Europeans to be completely absent from Chinese marriages. This is a mistake; of course, when an unpleasant young rogue is wedded to a hot-tempered girl, who has never seen him before, love is naturally absent. But when a good-natured, handsome youth and a gentle beauty are chosen for each other, there is every reason for proper love to grow out of the union.

Sir Robert Hart, until 1911 the Inspector-General of Chinese Maritime Customs, has compared Western and Eastern marriages thus:—In the former case, it is like putting a kettle of hot water on a fireless stove, and allowing it to cool; in the latter, putting a kettle of cold water on a burning stove and allowing it to boil.

Chinese girls to-day sometimes do not marry till the ages of twenty-four or twenty-five. Before education claimed them, thirteen or fourteen were the normal years for marriage.

DAIRY FARM NEWS.

POULTRY

We are now in a position to supply our Own Farm Fed Chickens and Capons at the undermentioned prices.

CHICKENS	60	cents per lb.
CAPONS	55	" " "

CHEESE

New shipments just received:—

EDAM CHEESE	$3.25	per ball.
GOUDA CHEESE	80	" lb.
AMERICAN CREAM CHEESE	80	" "
Our own make:—		
PICNIC CHEESE	80	" jar.
COULOMMIER CHEESE	80	" pat.

A DUMMY PARIS.

AIR RAID SECRETS.

GIGANTIC CAMOUFLAGE PLAN.

The most gigantic scheme of camouflage on record has just been made public. In Paris it was planned in 1918 to build three dummy Parises 15 miles from the real city, on which German airmen could drop all the bombs they wanted without injuring a soul or anything but street lamps of primitive pattern and vast quantities of canvas and framework. These other Parises were to be true "cities of light," while the real Paris shrouded herself in darkness.

The inventor of this plan was an electrical engineer, M. Jocopozzi, and to prove its utility he constructed at Orme de Merly, about 15 miles north-east of the city, a complete Gare de l'Est with two kilometres of railroad track, signals, sheds, trains, engines, houses, and a neighbouring street. It was so completely the Gare de l'Est that French airmen flying over it by night did not know it was not real. Its appearance betrayed nothing of its gossamer nature, but it was all framework, canvas, and light, as insecure as a rustic village on the tage.

In those days Paris was suffering nightly raids by Gothas, and something had to be done. It was then that Jocopozzi came along with his plan. His signal lamps were lanterns on poles, and they were about the most real thing in his camouflage city. The rest was translucent canvas. Dummy trains were laid on ground, but they were as deceptive as the Trojan horse. Factories that emitted steam and smoke were produced by the most primitive means and made big with the rays of small searchlights shining through them. His streets were just rows of half-hidden lamps in a desolate and uninhabited region. All that was lacking to make the plan a complete success was that it should be bombed, and its appearance was so good that the authorities decided to make two other camouflage districts like it, one on the bend in the Seine below Pontoise, where the river would help the illusion, and another of light and vapour, to represent the industrial district to the east of the city, which nervous German airmen, knowing Paris, ought to be somewhere about, would joyfully bomb and joyfully depart home again—while Paris slept in Peace. Before the plans could be put into execution the Armistice came and stopped them, but in the archives of the War Office they still exist.

It is a well-known fact that the Emperors used to provide for their succession before they themselves reached the age of 15 in order to ensure an heir. If the mothers of the future rulers were no older than that, the state of the offspring must have been tragically pathetic.

Eugenics teach us that a Persian should not marry before his mind is mature. But the reasons for early marriage in China are not far to seek; parents wish to see their children safely married before they die; parents yearn for grandchildren to inherit the family name, and some superstitious parents imagine that evil spells are broken by weddings. We are told by some philosopher that "very few great men are born to a family that produces itself faster than three generations in a century." This means that a parent should be on the average 33 years of age before he or she deserves to enjoy such a title. It is interesting to note that Milton's father was 45, Confucius's 45, Bismarck's 44, and Shakspeare's 40 when these illustrious gentlemen respectively entered the world. Too early marriages produce feeble men and women in every way, and this is one reason why China, with its seething population, is anything but a great power.

As far back as the time of Confucius, and even earlier, when the wonderful Chinese script of 40,000 characters was invented, the opinion of the Chinese with regard to women has been far from chivalrous. Of the 135 common characters written with the figure denoting woman as a compound, only fourteen convey a good meaning. Of the others, 35 are bad, and some of the 35 are the most disreputable words in the language, while 86 are indifferent.

This Asiatic race was apparently in agreement with what Euripides says in one of his fragments:—"There is no evil so terrible as a bad woman." But it is more just and fitting to conclude with the now almost hackneyed words from Morte d'Arthur:—"The old order changeth, giving place to the new."

On November 1 no work was done on the Hooghly, as over 10,000 labourers employed under the Calcutta stevedores for loading and unloading ships in the port went on strike. They want 35 per cent. increase in their wages and other privileges. The stevedores are willing to give a 50 per cent. rise as the men seem inclined to be reasonable. It is hoped that unless agitators intervene the trouble will be soon over.

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LEGISLATIVE COUNCIL.

UNOFFICIAL CRITICISM OF THE BUDGET.

GOVERNMENT REPLIES.

OUR HAWKERS, OUR ROADS, OUR SCHOOLS.

[The meeting of the Legislative Council not having finished when we went to Press yesterday afternoon it was impossible to present a complete report of the proceedings in that issue. However, in order that our readers may have a complete report for purposes of record we reprint to-day the portion of the meeting published yesterday together with the subsequent proceedings.]

A meeting of the Legislative Council was held in the Council Chamber, at 2.30 p.m., yesterday. There were present:—

His Excellency the Governor (Sir Reginald Edward Stubbs, K.C.M.G.).

H.E. Major-General F. Ventris, C.B., (General Officer Commanding Troops in China).

Hon. Mr. A. G. M. Fletcher, C.B.E., (Colonial Secretary).

Hon. Mr. J. H. Kemp, K.C., C.B.E., (Attorney-General).

Hon. Mr. D. W. Traiman, (Colonial Treasurer).

Hon. Mr. W. Chatham, C.M.G., (Director of Public Works).

Hon. Mr. E. R. Halifax, O.B.E., (Secretary for Chinese Affairs).

Hon. Mr. E. A. Irving (Director of Education).

Hon. Mr. H. E. Pollock.

Hon. Mr. P. Hobson Holyoak.

Hon. Mr. E. V. D. Parr.

Hon. Mr. Lau Chu-pak.

Hon. Mr. Ho Fook.

Mr. S. B. B. McEldery (Clerk of Council).

ABSENT.

Hon. Mr. John Johnstone.

The Colonial Secretary moved the second reading of the Bill intituled An Ordinance to apply a sum not exceeding fourteen million and eighty-four thousand six hundred and sixty-two dollars to the Public Service of the year 1921.

The Colonial Treasurer seconded.

HON. MR. H. E. POLLOCK.

The Hon. Mr. H. E. Pollock, K.C., said:—Sir, As the Senior Unofficial Member on this Council, the duty devolves upon me of offering some general observations on their behalf on the Budget for 1921. I shall also, at the end of such observations, add a few remarks of my own; and my colleagues will doubtless desire also to express their own views on some of the items comprised in the Estimates.

In the first place, we regret to find that, in two details, the present Draft Estimates are deficient as compared with those for 1920, namely, first, in the absence of an Index of subject-matter at the end, and, secondly, in the leaving of blanks in regard to the higher Officers in the Chinese Secretariat on page 17 and in other Departments. We hope that these defects will be remedied in the Draft Estimates for 1922.

I will now proceed, on behalf of my colleagues and myself, to deal with the Budget, keeping, so far as possible, for purposes of convenience, to the order in which Your Excellency deals with them.

As regards the loss on rice, we have hitherto received a preliminary report only, and we are strongly of opinion that a final report ought to have been laid on the table of this Council for information long ere this. We trust that this omission will be remedied as soon as possible. We also trust that this expensive experience will be borne in mind in future and we would ask that, under similar circumstances in the future, expert advice and assistance will be employed by the Government from beginning to end.

With regard to the fact that over one million dollars short of the Estimates for 1920 were spent upon Public Works Extraordinary, we are disposed to attribute a part of that shortage to inadequacy in numbers in the Public Works staff. We would also earnestly press upon Your Excellency's notice the absolute necessity for the promptest dealing with applications and plans which are sent in to the Public Works Department in regard to new buildings or alterations to buildings, seeing that delay in such matters not only retards development and progress, but entails the tying up of capital.

As regards the proposed increase of Stamp Duties, we trust that ample notice of the details of the proposed measures will be given to the public before it is attempted to pass such measures into law, and that any projected increase of Court fees and fees for Registration of Deeds will be referred to the Law Society for its views.

The Hon. Mr. Parr, with whose remarks we are in accord, will address the Council on the subject of the proposed increases in the fees for use of Government Buoys and for the medical examination of emigrants.

As regards Hawkers' licences, and the proposal to charge for excess water in the Rider Mains' districts, the Senior Chinese member has some observations to make with which we are in agreement.

As regards the proposed Kowloon East Ferry service and the proposed Motor Bus services at Kowloon, it is hoped that the necessary strengthening of the roads will be speedily put in hand, so that such improved means of communication may be started as early as possible.

With regard to the anticipated increase of traffic on the Kowloon-Canton Railway, it is our earnest hope that the Canton authorities will, during the coming year, maintain a strong Civil Government, and that the recent lawless epidemic of militarism and violence will very soon wholly disappear, and that the various armed forces will be disbanded throughout Kwangtung an Kwangsi. We would also, once again, urge the paramount necessity for the speedy completion of the Canton-Hankow Railway, and also for the linking up of the Kowloon-Canton Railway with that Railway.

As regards the Cadet Service, we have not sufficient materials before us to judge whether the proposed scheme of payment of Cadets by seniority instead of by posts is desirable or not; and we should like to know what is the nature of the two strict efficiency bars which are referred to in Your Excellency's speech.

Whilst welcoming the increase in the personnel of the Police Force, we regret that there has not been a greater increase in the European section, and we are not satisfied that the proposed number of Europeans in the Police Force is sufficient for the growing needs of the Colony and for the adequate protection of its inhabitants from the criminal classes. We consider, also, that stricter supervision of the Chinese Detective Staff is desirable.

As regards the Prison Department, we are doubtful whether the proposed increases in the Gaol Staff are sufficient. The slight increases appearing in the Estimates seem inadequate to cope both with the Gaol proper and with the recently-opened establishment at Laichikok, more especially as we gather that the chain-gang is to be revived. The establishment of a separate Head for the Prisons Department was one of the recommendations of the Goal Committee, and we are quite in favour of it; and we would suggest, as a corollary, that the Estimates of the Police and Prisons Departments ought to be kept separately from one another in the future.

With regard to the new Gaol at Ngau Shi Wan (Item 73 on page 86) we hope that the most ample room for expansion will be provided, as we consider that the ideal to aim at is to have that Gaol as the sole Gaol in the Colony, thereby concentrating the Prison and its staff in one spot and saving expense, and also releasing the central and valuable site of the present Gaol for other purposes.

As regards the deficiencies in the European Education staff, the Unofficial Members trust that such deficiencies, which are retarding the teaching in our schools, will soon be remedied. We also consider that there are not enough schools in the Colony for the teaching of English.

With reference to the items on page 73, subsidies to schools in New Territories and Subsidies to Elementary Vernacular Schools in Hongkong, $7,200 and $10,000, respectively, we would make the following remarks:—

For years, Vernacular Education—the want of which has been keenly felt by the working Chinese, who cannot afford to engage private teachers for their children—has received meagre attention and help from the Government, although it forms an important factor in British propaganda work and is the stepping-stone to English education so far as the Chinese population of this Colony is concerned. Without a fairly good grounding in their own language, the value and benefit of English education to Chinese youths cannot be so fully realized as they should be. At present the system of vernacular education existing in this Colony is supported by the charitably disposed Chinese, who, beyond a small subsidy or a small grant under the grant-in-aid code, receive scarcely any encouragement or help from the Government. The schools which they are maintaining afford shelter for two or three thousand children of the working class, who, had it not been for such schools, would be thrown on the streets to swell the number of Juvenile Offenders. The present system has no permanency, and those who are running the schools may retire from the field at any time for want of support and encouragement. My Chinese colleagues suggest that the subsidies and grants should be increased, and free scholarships given so as to enable the best pupils to pass on to the Government District schools for a course of English education. When things were cheap and rents low, a grant of 3 or 5 dollars per head might be adequate, but now that everything has gone up in price the old rates ranging from 9 to 12 dollars ought, it is suggested, to be restored.

With regard to the item on page 73 of Building Grants, $150,000, we should like to be informed how such sum is to be apportioned between the different schools.

We are glad to hear that, at last, a Maternity Wing is to be built on to Victoria Hospital, and also that a Hospital is to be built at Kowloon and a Hospital for Europeans to relieve the pressure on the Government Civil Hospital on this side of the Harbour. We approve of the proposal to have wards in the latter Hospital in which private practitioners can see their own patients, and we hope that private practitioners will be given leave to treat their own patients in the Kowloon Hospital.

As regards the reconstruction of Queen's Statue Wharf, we would urge upon the Government the necessity for the new Wharf containing much greater accommodation for launches than the present one, and also that it should be constructed in a manner worthy of its surroundings.

As regards items 78 and 84 (on page 86) we should like to know whether the Government foresaw the necessity for this work (which involves the expenditure of over a lac of dollars) at the time when the land was sold for reclamation at Lai Chi-kok, and if this contingent expenditure was foreseen in settling the upset price for such land. We think it ought to have been foreseen. As regards Item 84 we should also like to know whether the sum of $60,000 for the construction of the water-boat dock at Lai Chi-kok will complete that work.

Whilst warmly commending the Government (and especially the Acting Colonial Secretary) for the steps which have been taking for the provision of additional housing accommodation at the Peak, the middle levels, and Kowloon, we have the following criticisms and remarks to make, numbered 1 to 2, respectively:—

1.—We trust that the Government will strictly enforce the penalities for non-completion by due date of all houses and flats towards the erection of which the Government has advanced money.

2.—We regret that it has not been found possible, in the distribution of the million dollars in loans for buildng, to allocate some of the moneys to persons who are building for their own occupation, as we consider that owner-occupiers are worthy of every encouragement by the Government, and we venture to express the hope that it may be found possible for the Government shortly to set apart (possibly out of the proceeds of sale of the old Post Office site) a sum of 3 taes of dollars to assist persons to build houses of modest type and reasonable cost for their own occupation, provided that proper security is given.

With regard to building development in the neighbourhood of Wanchai Gap, we notice with astonishment that the Hill Tramway to Wanchai Gap, for the construction of which a sum of $150,000 was inserted in the Estimates for 1920 does not figure at all in the Estimates for 1921, and we are at a loss to understand the reason for the omission, as obviously a tram from the low level to Wanchai Gap is an indispensable preliminary to the development of the Mount Cameron District, which cannot be effectively opened up by motor roads only. We presume that the Government has had a survey made of the route of such projected tramway, and a rough estimate of the cost thereof, and we should be glad of information on these points.

In your Budget speech of last year (at page 90 of "Hansard" for 1919) your Excellency referred to this subject as follows:—

"It has become very desirable to open up new sites for residences in the Hill District. The only part of that District so far entirely undeveloped is Mount Cameron, and provision is made under Item 17 for beginning the construction of a Tramway to Wanchai Gap which will provide a rapid means of access both to Mount Cameron and to the hills between Wanchai and Magazine Gaps."

4.—We are disappointed to find no reference in your Budget speech to any negotiations with the Military Authorities for the release of the Military lands on Nathan Road, Kowloon. As has been pointed out more than once, sites on that road which are eminently suitable for residences are being occupied by stables for mules.

5.—We hope that the Government will do everything in its power to expedite the speedy commencement and vigorous prosecution of the Praya East Reclamation.

6.—We trust that the extension of the Ho Mun Tin Colony and the development of the area of land at Kowloon Tong on Garden City Lines will be pressed forward by the Government.

7.—We also trust that the Government will give its assistance to the Kai Tack Reclamation scheme by pressing on with the inauguration of the Kowloon East Ferry Service and the Motor bus service to Kowloon City.

With regard to the question of whether there is a shortage of houses in the Colony, there are no houses, so far as we are aware, to let for European occupation in any part of the Colony south of Coronation Road, and it is a well-known fact that the Hotels are so full that passengers arriving here by large steamers are frequently compelled to stay on board.

As regards the City Expansion of the Colony, we are very glad to note from indications in Your Excellency's speech that the Military Lands Question has taken a decided step forward since the matter was debated in this Council on 29th January last, and we earnestly trust that the Military Authorities will continue to co-operate heartily with the Government of this Colony in expediting the procuring for the trade of this Colony, by which we all live, a much needed area for expanding our office and business accommodation

In connection with Harbour Development, we are glad to extend a welcome to Sir Maurice Fitzmaurice, and we hope that his investigations here may result in important developments of the shipping facilities of this Colony.

As regards commercial wireless, we would ask Your Excellency to appoint a small Committee (which we would suggest should consist of the Colonial Secretary, an Unofficial Member of the Council, and the Commodore or an Officer deputed by him) for the purpose of discussing and reporting on the feasibility of utilizing the Stonecutter's Island installation for commercial messages during certain portions of the 24 hours, whilst paying due regard to the necessities of His Majesty's Service.

As regards our finances generally, we would once again urge that it is not fair to the present Colonists that the entire cost of Public Works of a permanent character should be paid for out of current revenue, and we would advocate that short Loans should be raised for such purposes.

So much, Sir, for the united views of my colleagues and myself on the subject of the Budget.

I am now going to add a few remarks of my own, in which my colleagues do not concur, in regard to one item in the Budget, namely, the proposal to make the motor road from Magazine Gap to Chamberlain Road. In the first place, Sir, I venture to question the necessity for this extension because all those who are living in the neighbourhood of Chamberlain Road can easily take the Tram down to the lower Tram Station, and from there they are in touch with all the other parts of the Colony which are accessible by motor. One argument which I have heard against this contention of mine seems to be too paltry for serious consideration, namely, that the motor-owner, whether he goes east or west, will have to spend ten minutes in travelling through China Town. Another argument which I have heard used is that it will be much pleasanter to travel from the Peak to Repulse Bay over the new projected road entirely on the high levels, instead of starting from below. This argument, though better than the last one, does not, in my opinion, justify the making of an expensive road, while we have in this Colony other urgent public matters requiring not merely the expenditure of revenue but also the services of our none too large Public Works staff.

Next, Sir, I take the objection that this proposed road is not desirable. First, on the ground that it will destroy one of our greatest assets at the Peak, namely, the absolute quiet which we enjoy at night. If, as I understand, to be the case, it is proposed to continue this road ultimately on through the Mount Kellett Gap down to Pokfulam Road we are faced with the possibility of a fine procession of joy-riders at the Peak at all hours of the day and night. And, even if you call a halt at Chamberlain Road, you cannot prevent anybody who can afford the hire of a car from going up to the Peak on a fine moonlight night, as I presume that the Government does not intend to put up a turn-pike and to issue passes to Peak residents only.

And now I come to my second ground of undesirability which I consider most important, and that is the question of safety of the children living at Magazine Gap and the Peak. The proposed route of the road lies through Magazine Gap itself, and thence along the Craigmin Road to Craigmin West, and subsequently it has to squeeze its way through the small gap between "Cheltondale" and "Balgownie" and then to run for some distance along the present road past the Peak Church, which road is the approach to the Peak school for all children going to that school from any house to the east of that school. And the question which I wish to put is this: Why should we wantonly and unnecessarily introduce a new danger for children living at Magazine Gap and the Peak by building such a road?

I notice that tenders are now being invited for the construction of this proposed road, but I venture to hope that Your Excellency, before sanctioning the acceptance of any tender, will carefully seek for the correct answer to these two questions:—

1.—Is such a road really necessary for the purpose of giving to Peak residents access by motor to other parts of the Colony?

2.—Is such a road desirable, having regard to the danger which it will bring to children at Magazine Gap and the Peak, and having regard to the fact that it will destroy the present priceless peace and quiet at the Peak?

MR. LAU CHU PAK.

The Hon. Mr. Lau Chu Pak said:—Your Excellency, on behalf of my Chinese colleague and myself, I beg to offer a few observations on certain items in the Estimates. In our opinion, and that of most of those whom we represent, the reduction in the number of hawkers' licences, which is intended to save the Police trouble, will more likely have an opposite effect, inasmuch as in addition to looking out for unlicensed hawkers, they will have to devote more time and attention to watching the movements of the unemployed and the vagrants, whose ranks will be swelled by those who fail to obtain licences for hawking as an honest means of earning their livelihood. The Chinese population has in recent years grown enormously and will, so long as political disturbances across the border periodically crop up, continue to grow, so that the number of licences for hawking needs to be increased instead of being reduced. From the Chinese point of view it is more in accordance with righteousness to give a man a few dollars as capital for hawking so as to enable him to gain a decent livelihood than to leave him unemployed and drift into the ranks of vagabonds. I think the objections to hawking would be minimized, if the licences be issued in each district and increased or reduced as they may be in proportion to the number of people residing therein. The licences may also be classified, so that, in the vicinities of markets, licences for selling only commodities other than market products would be issued. In view of the fact that the Chinese community considers it exceedingly hard on a poor but honest man to be punished for trying to gain a livelihood by honest means, not because he defies the law by refusing to pay for a licence, but because he is denied one when he willingly offers to pay for it, we hope the Government will reconsider its decision from a more sympathetic point of view. At any rate, all those who are at present holding licences should be given new licences and an extra number should be given to new applicants in proportion to the increase in the population. As regards the two thousand licences which it is proposed to abolish we should also like to know how it is to be done and whether steps will be taken to prevent possible abuses in connection with the issue.

A MATTER OF EQUITY.

Water Excess Supply and Meter Rents—Under this heading, it is proposed to charge for excessive use of water in the rider-main districts. It may not be out of place to recall what really led up to the introduction of the rider-main system. The system was asked for as a concession from the Government by the Chinese residents and they paid the cost of its construction, which amounted to more than $1,000,000. The conditions under which the Chinese live here, to-day, are the same as they were seventeen years ago when the system was introduced. Their houses are almost all let out by floors, and in many cases a floor is sub-let to several families. The ground floor occupied by shopkeepers and tradesmen uses more water than the tenants of the upper floors. Will a meter be fixed on each floor or a meter on the ground floor only, to serve for the whole house? If so, how will the charges be equitably apportioned amongst the different floors or the different families, as the case may be? And who is to be held liable for payment, when one floor becomes vacant? If the landlord is to be held liable for everything, how is he to recoup himself? Is he allowed simply to add what he likes on to the rent and is such addition, if counted as rent, again taxable? These reasons together with several others were, seventeen years ago, laid before the Government by the Chinese community with the request that the rider-main be substituted for the meter system and the Government granted the request on condition that they contributed to the cost of its construction. Practically speaking, it was in the nature of a contract between the Government and the Chinese house-owners. Now, after so many years, in spite of the fact that the Chinese had until recently suffered much hardship from short supplies and that they had been made to spend so much money, they are to be charged for what is essential to good health and cleanliness in their narrow and crowded quarters. Have those who have originated the proposal to charge for excessive use of water in the rider-main districts weighed well every condition, under which the population of these districts live, of whom the working class preponderates, and have they thought out equitable means of dividing the charges, so as not to increase unnecessarily the cost of living and to cause endless disputes between owners and tenants or between tenants and tenants? The Chinese consider that the proposal, if carried into effect, would constitute a breach of contract on the part of the Government.

SOCIAL BARRIERS.

Education.—On this subject, sir, we should also like to make a few remarks. British education in this Colony, which has, during the past 75 years, steadily branched out all over China has, in an indirect way, served as a part of British propaganda work and, as such, it should have been so conducted as to gain the good will and affection of all those whom it was intended to enlighten and whose co-operation it aimed at procuring in order to further British interests. Perhaps in the opinion of those in whose hands the work has been entrusted it has already been so conducted, but the result, as we have seen and experienced both here and elsewhere in China, is hardly commensurate with the efforts and time expended. At any rate, it has not been so successful as the efforts of other nations who came into the field at a later date. It is true that appreciation of the facilities afforded by the British authorities and missions for gaining a modern education is to be found wherever British influence prevails, but somehow or other there seems to be a lack of mutual sympathy and support between the British residents and the Chinese. For instance, to-day, at the metropolis of China, where most of the Chinese students educated abroad have gathered since their return, what forcibly strikes a visitor who takes any interest in the subject is that, except those who went there from Hongkong or returned from England, all the returned students have formed themselves into groups working heartily in sympathy with, and in support of the country from which they derived their education. The nationals of those countries from which the students came back also mingled freely and fraternally with the students and also with the Chinese merchants who have business dealings with them—a thing that is seldom, if ever, experienced here. How is it that the Chinese educated in Hongkong and in Great Britain behave so differently? This question we have put to many of our compatriots, and, although the answers were more or less evasive, they all pointed to one factor, and that is a want of mutual sympathy and good fellowship between the Chinese and those from whose country they receive their education. Even in this Colony, the centre of British influence and British enlightenment, there exist social barriers between the rulers and the ruled, which give rise more to mutual distrust than to the mutual confidence which is all-important for breeding mutual sympathy and understanding. The same condition prevails on the mainland of China, where the two peoples meet on more or less equal footing. This state of affairs is most regrettable, and we venture to believe that it can be removed by closer intercourse. Now that we have a University among us, we hope that its growth will be nursed with such care and a liberal spirit as will materially help the ends of British propaganda work.

HON. MR. HOLYOAK.

The Hon. Mr. Holyoak—Your Excellency, the various questions raised in connection with the Finance Bill under discussion have been so fully and ably dealt with by my colleague, the Senior Unofficial Member, that it is unnecessary for me to elaborate, or discuss at length, more than one or two points. I am in entirely in sympathy myself with the comments of the Senior Unofficial Chinese Member on the subject of hawkers' licences, and I cannot help feeling that during the past twelve months the Police prosecutions of juvenile offenders almost partook of the nature of persecution and must tend, if they have not already done so, to the development of juvenile criminals, with whom, under present circumstances, we have no adequate method of dealing. With your permission, sir, I should like to deal for the moment, first of all, with the important question of British education in China and in Hongkong, which I deem one of the most vital questions before us to-day. At first sight you may feel inclined to call me to order in naming China in connection with this debate which is of more direct interest to Hongkong, but in reality the two problems are absolutely inseparable because the interests of both are common, united and inseparable so far as education is concerned. You will have an opportunity before long of reading the verbatim report of a very interesting discussion, which took place a fortnight ago at the Shanghai Conference of the British Chambers of Commerce, which dealt at very great length with the whole question of British Education in China and in Hongkong. You will read of the proposals to establish a British University in the North which it is not proposed in any sense to make competitive with our University here. We studied this question sincerely and earnestly, and we are convinced that neither the University in the North, nor the Hongkong University can be fed and maintained without a system of secondary education and secondary schools provided in different parts of China. I do not think we can separate the two problems; they are also British imperial interests. It was felt and very strongly in Shanghai, and it is my own conviction—and I know the Committee of the Chamber of Commerce in Hongkong is behind me in this—that we must go even further than providing elementary schools. We must clearly realise that not only the Hongkong University, but the University to be established in Tientsin should be regarded, not as the ultimate end in view, but as a means to that end. We should pass on students from these Universities for final education in our home universities. I say this because it is a well-known fact in the North that our American friends with their zeal, which we all admire, have established schools and universities with this end in view. Already they are returning students who are becoming an increasing power in the North. I am not here to criticise their methods. I represent to the full British interests, and I contend we cannot fulfill our part, either in China or at home if we do not realise that we have to provide sufficient funds out here to establish and maintain an educational link which will be inseparable from our home universities, so that we will have a succession of British students returning, who will believe that the first engineering works in the world are British, that the finest products are British, and that the finest public schools are British. There is room for competition between us all and we must work, if I may say so, with friendly rivalry and co-operation. It was for this reason, Sir, we welcomed very particularly, as a beginning the grant to Holy Trinity College, Canton, which we will vote and which is the beginning of such an outline of education as I have emphasised. I am quite certain that the burden is too great for either China or Hongkong and must be supported by imperial grants. Subscriptions will be raised, but I am firmly convinced that the Imperial Government will come to our assistance.

You, yourself, sir, have referred to the fact that the schools here are seriously understaffed and that so far it has been impossible to find suitable candidates to fill the vacancies. We should like to know whether it is not a fact that this is not entirely due to war conditions, but to the fact that the salary offered is not sufficiently conducive to attract suitable candidates. We impress upon you the necessity for filling these vacancies at the earliest moment.

In connection with the Police Department, we have noticed with interest the proposal to establish a training school in connection with the new gaol in the Kowloon Reclamation site. We should like to impress upon the Government the importance of training Police officers who can satisfactorily handle the traffic of this place, which is of growing importance. Anyone who has been to the North, in Peking or Shanghai, comparing the system of motor traffic we have in force here with that which obtains even in Peking to-day, will recognise that the system which obtains here is yet in its infancy and we have much to learn.

We welcome the vote made under the heading of Government House extensions. I myself have previously referred to the condition of Government House in this Council, but owing to war conditions it was not possible then to ask for a vote. We are glad that it is possible now to bring Government House more into conformity with the dignity of the Colony. Personally I like to see added to your garage a suitable limousine for the conveyance of your guests in a manner worthy of the dignity of the Colony.

I now come to the question of finance in regard to public works. I am well aware that the Colony is free of debt and that for years past great works have been carried on out of current revenue. But I do contend, and as you have learnt from the Senior Unofficial Member, we are agreed that necessary works have been held back in the past. The policy is not sound. I suggest for your consideration that large public works which are necessary to the growing development of this Colony—which, in my opinion, is yet to come—we must take large views of the future, in connection with dock developments on the other side of the harbour and the harbour developments which will possibly be recommended by the experts whom we welcome amongst us to-day. These works must be carried out on the principle of debenture loans raised locally and redeemable year by year, and possibly by premium loans with which our Chinese friends are well acquainted. By such means development would take place more rapidly than is otherwise would.

I have looked in vain for any reference in the estimates to the wireless station for Hongkong. This subject was also discussed at the conference at Shanghai. It has long been felt by the Chamber of Commerce here that the facilities we have in Hongkong are inadequate, compared with the facilities in Manila and Shanghai, and is only at our disposal through the courtesy of the Admiralty, for any commercial purpose. We have had to rely on occasions upon Manila for current prices of stocks and commodities and we feel we cannot too strongly emphasise the importance of having a wireless station in a Colony like this where shipping is the life-blood. We must have a wireless station which can pass on messages to reach London within a reasonable space of time. We hope, sir, you will make these representations to the Imperial Government in connection with the Imperial wireless scheme under consideration.

In conclusion, I would like to refer to the impending retirement of the Director of Public Works, because this is the last occasion of a budget debate at which he will be with us.

I do not feel competent myself to refer to the many years of loyal and distinguished service he has rendered to this Colony. Many of the magnificent buildings which impress everyone who lands on these shores, and the roads, which are unequalled in any part of the world, are standing testimonials to him. In parting, we would wish him all the happiness and health in the retirement to which he is justly entitled. I also wish to thank the Colonial Secretary and the Secretary for Chinese Affairs, who are going on leave, for their invaluable services to the Colony. The Chamber of Commerce especially in its relations with the Colonial Secretary's Department has appreciated his untiring efforts, and zeal, often under trying conditions. This Colony is grateful, and we wish to show it by a tribute to their services. We wish them a pleasant voyage and holiday at home.—(Applause.)

HON. MR. PARR.

The Hon. Mr. E. V. D. Parr said:—Following the remarks of my unofficial colleagues, I think the most striking feature of the Budget is the proposed expenditure, exceeding the estimate for the current year by some $3,500,000 in spite of the expected decline of some $2,000,000 in the opium revenue. It has been further proved during the year that what I said at this Council meeting this time last year on the diminishing opium revenue is as true to-day as then. One result of the British Government relinquishing its control of the traffic and handing the revenue, multiplied 100-fold, to the resourceful smuggler, is the additional work put upon the shoulders of the Police Force in their endeavours to deal with this most intricate ramification of smuggling the world has probably ever known, which extra expense the long-suffering ratepayer has to pay for and, at the same time, make up the deficit in revenue. Some 17 or 18 years ago, when the incoming Liberal party went to the electors of Great Britain on (amongst others) the subject of opium, I recall a conversation with a merchant in this city, and his saying to me: "Believe me, Mr. Parr, no one will ever prevent the Chinese smoking opium, no more than they will prevent a Britisher drinking beer." A period of nearly 90 years has proved what that gentleman said to me then, so far, to be correct. The whole question has served as a convenient political "plank," and the state of affairs is a thousand times worse to-day than it was then, as a consequence. So long as China continues to grow the poppy (and we still read of whole districts under its cultivation) and so long as the smuggling of opium appears to be on the increase in China, I shall continue to urge that the only way to combat the smuggling is for the import of the drug to be controlled by the British Government, as necessary.

As a member of the Public Works Committee I can vouch for the fact that a considerable amount of useful work has been done in the privacy of that Committee room since its re-arrangements on the lines proposed by your Excellency last year, and it may be of interest for me to state that in considering the past year's estimates for new roads our aim and object has been to open up new building sites along the routes chosen, as much as possible. We urge the Public Works Department to bear in mind during the year the necessity for encouraging as many contractors as possible to start and carry on business so as to keep down the pre-arrangement of prices and help the supply to meet what is expected to be an increasing demand in this respect.

I also agree that the Government bear in mind the expediency of making up deficits by short time loans in local or sterling currency with adequate sinking funds, thus equitably distributing the payment of that development more especially benefitting posterity. Our northern neighbour, Shanghai, has recently been successful in floating a 6 per cent. sterling short time loan of £750,000, this money to be allocated to pay for stores received from Home. I believe this Government would find no difficulty in raising a similar loan or loans at any time of need and that this expediency should be carefully considered before increasing taxation to any large extent. While it is sound policy to spend on development, it is important to remember that the prosperity of the Colony rests on its lightness of taxation in order that the port may remain a cheap distributing centre of trade—if possible, a little cheaper than any rival, present or future.

(Continued on Page 10.)

LEGISLATIVE COUNCIL.

(Continued from Page 9.)

I notice on page 5 of the Draft Estimates that the scale of fees for the use of buoys is to be revised and I would respectfully point out that when these buoys were appropriated by the Government from the Shipping Companies—in many cases at one-third of their then value—they were handed over on the condition that the tariff should not be used as a Government revenue-making concern, but that the fees should be regulated so as to give a fair return on the outlay. We, therefore, view with grave concern the Government's proposal to increase the tariff from $75,000 to $95,000, as the former figure is already well known to give a handsome profit on the outlay. We shall be glad to know if the representative Shipping Companies concerned have, through the Chamber of Commerce, been consulted in this matter. We further wish to point out that any increase in the charges of the port such as this, emigrant fees, etc., or in similar charges at rival ports, bear intimately upon the trade and continued prosperity of the Colony.

We trust that the proposal for the military to give up the ground around Murray Barracks for building purposes will mature without delay so that these much-needed development schemes may be put in hand and expedited as much as possible. I, personally, am not in favour of spending a large sum of money in continuing the Peak Tramway to the Queen's Road level as such an alteration will only serve to render more expensive still one of the already most expensive tram services. I suppose, in the world. The lower tram station has done very well where it is for some 30 years and this valuable ground can be put to better public use and the money spent to better public advantage than in continuing the Peak tramline to the lower level. The road will, no doubt, be widened as it is already the most extensively used road by motor vehicles in the Colony. Broad pathways will no doubt be made for chair traffic and pedestrians.

The necessity for more recreation grounds for a growing young community as this Colony mostly consists of, is being felt more every year and I submit, sir, that the solution of this increasingly important matter is that a large space or spaces be levelled and turfed at Kowloon in the more easily accessible districts on this side of the hills and that such spaces be served by cheap ferry and tram services. I think I am voicing the sentiments of the general public (British, Chinese, and all denominations alike) when I say that while the Government may be blamed for too little attention in this direction, the importance of the matter so far as it affects the public welfare can not be over-estimated.

I endorse the Hon. Mr. Pollock's welcome to Sir Maurice FitzMaurice coming out and look forward to his report and recommendations for the improvement of our Harbour—our chief asset for the continued prosperity of our port. At the same time we congratulate ourselves on having the benefit of his vast experience, well-known knowledge and sound judgment in this most important matter.

The introduction of Diaphones and Wireless Position Finders will be much appreciated by the Shipping community using the port. It is right the Colony should lead the way in this and other developments and it is hoped the Chinese Authority will in due course institute these improvements along the China Coast, well known as one of the most crowded shipping thoroughfares of the world and at certain far too frequent seasons of the year one of the most prevalent to dense fogs and adverse currents.

I again reiterate what my colleagues have pointed out before in this Council with regard to the linking-up of the Canton railway with the Kowloon line. It seems strange indeed that the vast potentialities of railway development in south and central China do not apparently seem to be realised by the Chinese Authorities. The recent political troubles around Canton seem to have postponed indefinitely any solution of this all-important business for the welfare of the country. We trust that the Kwangsung and Kwangsi factions will adjust their differences speedily and settle down to carry out their destinies and great responsibilities.

I should like to see a Government Propaganda Department started. It has been remarked upon to me on more than one occasion by new influential arrivals from Home that the average man in the British Isles has no conception of what this outpost of our Empire consists of at the present time, converted as it has been in the course of some sixty years by British enterprise from a fever-stricken and swampy barren island to a busy thriving commercial community. Thousands of millions of money have been spent and millions more are being spent on the development of the Colony and it should be the privilege and duty of all to make these things known at Home and around the Empire where they may not now be appreciated and when they can help on the good work in any way by so doing.

I cordially agree with what the hon. member for the Chamber of Commerce has said about our Director of Public Works, the Hon. Mr. W. Chatham, C.M.G., who has every right to feel proud of having successfully carried out during a long and honourable career a fair proportion of this great work. In tendering him the Colony's thanks we wish him a long and happy retirement in the Old Country.

We would also respectfully offer our congratulations to your Excellency on your administration during the past year. I endorse the remarks of the Hon. Mr. Holyoak regarding the Colonial Secretary, the Hon. Mr. A. G. M. Fletcher, C.B.E., and wish him as pleasant a holiday in England as it is well-earned and deserved. In these remarks we include the Hon. Mr. Hollifax, the General Secretary for Chinese Affairs.

THE COLONIAL SECRETARY'S REPLY.

The COLONIAL SECRETARY—Sir, I must open my remarks with an apology in respect to the first point raised by the hon. member representing the "Justices," who drew attention to the matter of the index. We were very pressed at the moment in connection with the settlement of the subordinate officers' salaries and, were unable to find time to compile the index. With regard to page 17 I am not quite sure that I understand the reference made by the hon. member to the absence of the names of the Heads of Departments. They are included in the list on page 15 and it will be seen that the Secretary for Chinese Affairs is one of four officers at the top.

The Hon. Mr. POLLOCK—My point, sir, is that they should appear under the department headings.

The COLONIAL SECRETARY—The hon. member referred to the question of the rice transactions and suggested that the report ought to have been laid on the table long ago regarding the final winding up. In the first instance the auditing and checking, etc., has not been long completed and we have also been waiting for discussions in connection with the matter on the Supplementary Appropriation Bill which is to be considered this afternoon in the Finance Committee. I think his strictures as to expensive experience and lack of expert advice and assistance are somewhat undeserved. With regard to the expense we bought about 83 lakhs of rice and on that the total loss was approximately 27 lakhs, and I venture to say that the figures of most individual merchants in this Colony will make no better showing in respect of the same transaction for the same period. It must be remembered we were forced by circumstances to buy on a rising market in order to steady the price and we were quite unable to sell until there came a falling market and the prospect of obtaining future supplies. With regard to his point in connection with the inadequacy of the Public Works staff. His Excellency referred to this at the last meeting, and pointed out that we were employing some local firms, and if this experiment proves satisfactory and if it is necessary, the number will be increased. With regard to the same it is the intention of the Government to give full notice to all parties interested of any proposed extension of this experiment. The hon. member mentioned next the strengthening of the roads in connection with the proposed motor bus services at Kowloon. This is arranged for under Public Works Extraordinary. Page 85 of the Estimates, where a sum of $100,000 is set aside for this purpose. There is also an additional sum for the New Territory Roads and for the improved service as far as Laichikok, which will be the terminus of one branch of the service. He also expressed the hope that the Kowloon-Canton Railway will be linked up with the Hankow railway. Negotiations are in an advanced stage and there is hope that as soon as things settle down in Canton a speedy solution will be found. He then referred to the question of European Police and said the force was not sufficient for the protection of the population from the criminal classes of the Colony. I may say that the Police cost money, and the European Police cost a very large sum indeed. It will be seen that the increase this year is from something like nine lakhs to thirteen lakhs, an increase of $400,000. The hon. member has produced no facts or figures to show we are not well protected. I think it is a great tribute to the efficiency of the Police that we have had such a clear record as regards crime recently, in view of the disturbed state of affairs in the neighbouring Province. I may say, too, that it is the opinion of Government that the Shipping Companies and Merchants here are rather too proud to substitute Government protection in these matters for, what I may call, self-reliance. We have had recent correspondence on the subject in regard to broaching of cargo and thefts along the water front. It has been pointed out that the European Police along the front could, no doubt, do much to remedy this state of affairs by better supervision and I think, no doubt, that they could make the way of the transgressor considerably harder, but this touches only the fringe of the subject. The Government, in a letter yesterday, pointed out to the Chamber of Commerce that in their opinion the remedy lies in the hands of the persons concerned. There is considerable laxity in the matter of the supervision of the cargo and goods carried about the harbour. For example, goods lie all night in junks and lighters without any supervision and then the owners express surprise when on goods reaching America it is discovered that bricks have been substituted for tin. The coal is not weighed from the lighter to the godown and a shortage occurs. Some owners pay their launch coxswains a fixed sum for running expenses which is a direct inducement for the theft of coal. There was a recent case where a ship employed a number of coolies and quite by accident a large gang of cargo broachers were discovered at work broaching cargo in the middle of the day. I think that if shippers and employers of labour co-operated more in providing proper supervision, the task of the Police would be considerably lightened, and the services rendered be more effective. I think I am right in saying that in Singapore the European officers were something like 40; here it is 180; and I think in Ceylon the European force for the whole island is nothing like as large. It is only about twenty-three.

In regard to the prison at Laichikok, a large sum for which was recently voted by the Council, I think the staff is quite ample to cope with the present situation. The hon. member referred to the possible introduction of the chain gang. This is hardly the intention of the Government. The proposal is to use some prisoners to cover over the refuse dumps at Laichikok and adequate steps will be taken to see that the prisoners are properly guarded. He also drew attention to the question of a separate heading for the Police and Prison departments in the estimates. It is a mistake and the title of Superintendent of Gaols is quite right. The printers have been instructed to change the heading and make it a separate department. I may also say that it is the intention with regard to the new gaol at Ngamshiwan that it should be the sole gaol, except for a few cells in the neighbourhood of the Police Court. The acreage is something over fifteen acres for the gaol and Police school, as compared with the acreage of 1.7 acres on the present site. It is proposed to employ prisoners in quarrying stone lying on the northern boundary as at present.

I will now refer to the question of education; to the inadequacy of the European staff and of schools for teaching English as mentioned by the senior Chinese member and the member representing the Chamber of Commerce. I think in this case the effect of the war has remained. Men were taken out of training for five years and there is a great shortage at home where they can command almost any price they like. Our system of advertising at home is hardly good enough I think. They simply put in the sterling salary and make no reference to it being at a shilling dollar or below, or the fact of cheap house rent and free passage, and Mr. Tanner, the Headmaster of Queen's College, who has gone home on leave, has been asked to arrange on the spot that candidates may clearly understand what the position is.

The Hon. Mr. HOLYOAK said they could not advertise free quarters until the Government provided them.

The COLONIAL SECRETARY replied that the work was in progress and that a large sum of money had been provided for this work. On the question of vernacular education I think I may say that the Government is in sympathy with the views expressed. Owing to the efforts of Mr. Lau Chu-pak and the Confucian Society, they have benefitted largely by public subscriptions. The Government vote is not a very large one—a vote of $10,000 this year for this work especially. This question is very largely tied up by a lack of vernacular teachers. We are trying to remedy that by training men at the University. With regard to technical education, the Government has largely increased the grant, recognising that the higher classes are more expensive and require more efficient teaching. I am not sure of the exact figure, but I think the grant for the top class has been raised from $24 to $30, that of the intermediate class from $20 to $30, and of the lower class from $15 to $20. The hon. member for the Chamber of Commerce referred to the grant to Holy Trinity College, Canton. Not only is there a vote of $50,000 for this year, but a sum of $50,000 has recently been paid. In order to encourage the College Society, it has been made, as far as possible, a condition of the grant that the College must raise an equal sum. They have already got their first $50,000 and they will be in a position shortly to get the remaining sum. I am glad the hon. member recognizes the fact that we cannot carry the whole burden ourselves. The next point raised is in regard to the allocation of building grants. The promised allocation to St. Joseph's is $40,000; to Holy Trinity, Canton, $50,000; and to St. Mary's, Kowloon, $20,000, (not definitely promised). For Fairlie and St. Stephen's Girls School, to be located in West End Park, we have a total obligation of $12,000 and speaking from memory I think that $80,000 of that figure is in the estimate, and there is a balance. With regard to the Queen's Statue Wharf, it is the intention of the Government to build a large wharf with ample accommodation for launches. It has been proposed that there should be a long pier. In addition to the fact that it will cost $150,000, it is possible that it will block up the area now used by small launches and yachts in the vicinity. It is possible that this wharf could be made to serve for the pier of the future which will be in keeping with the dignity of the surroundings. I will have to see Sir Maurice FitzMaurice on the matter. With regard to Public Works Extraordinary at Laichikok it was fully understood that when arrangements were made for the leasing of the land in this vicinity an additional sum of five cents a foot was put on for the sole purpose of providing for the reclaiming of the site. The Government has to provide a considerable expenditure because it has to train a stream which alone costs about $150,000.

The hon. member referred to various points in connection with the housing question. The Government has become very much more strict in the matter of penalties recently. In the first place, after the first lapse, treble or quadruple rates are put on, and then a more substantial fine in addition, and finally there is re-entry. We have re-entered in one or two cases recently. The question of the allocation of $300,000 with security has been answered in the question which the hon. member put at an earlier stage of this meeting. In the same connection it is hoped that the Government will assist the community at Ho Mun Tin to build a garden city in Kowloon. In regard to the same subject the Government as speedily as possible is marking out land in the Ho Man Tin district and hoped very shortly to come to some arrangements with the parties interested in the building of a certain number of houses there. It is also marking out land at Kowloon Tong and arrangements there are being advanced as speedily as possible. I think the grant of cheap land and easy communication will very largely solve the housing difficulty. It was found in the recent allotment of money that the large majority of the applicants were men of straw who had no possible security to give. Their only suggestion was that the Government should provide the houses at a very cheap price. Only one made a definite proposition and he has been given very cheap land at Fanling and half the cost of his house.

The hon. member has expressed surprise that no steps have been taken to proceed with the proposed tramway to Wanchai Gap. I am the more surprised because the unofficial members, who are members of the Public Works Committee of this Council, advised that it should be left out. I would mention that a very rough survey has been prepared and a very rough estimate of the cost is two lakhs, without taking into account motive power of any description, even supposing we took it from the Hongkong Electric Company. One reason why it is not going on is that we are providing a new road at Wanchai Gap and another reason concerns the proposed enlargement of the Peak Tramway. One of the reasons for the Wanchai Gap Tramway was the inadequacy of the present tramway to the Peak. We are negotiating with the Peak Tramway Company to bring the tram down to Queen's Road and to enlarge the cars to carry double the number of people they now carry. I hope the arrangements made will result in a greater increase in the carrying capacity of the cars.

The Hon. Mr. POLLOCK—I should like to ask when the unofficial members said they did not want the tram to Wanchai Gap.

H.E. THE GOVERNOR—During your absence, I think, Mr. Pollock.

The COLONIAL SECRETARY—The hon. member also referred to the military land in Nathan Road, Kowloon, and expressed the hope that there would be hearty co-operation between the military and Government on that point. We can assure him on that point. The project generally is that the military should go over to the other side and that they should give up that area along Nathan Road, known as Whitfield Barracks; that the European troops should be accommodated at Gun Club Hill and King's Park, leaving the golf course intact and that native troops should be to the north and east of Kowloon city. It is hoped that we may be able to take over the military hospital and that a new hospital for the military would be built on one of those hills directly west of the Cement Works. The smoke nuisance will have to be abated. With regard to the U.S.B.C., it is proposed that this should be on the site of the present parade ground at Whitfield.

The Praya East Reclamation is being pushed on as quickly as possible. The preliminary work is very heavy and two engineers have been at work. As soon as figures are ready tenders will be called for. With reference to assistance to the Kai Tack Reclamation scheme we are making arrangements for a ferry and motor-bus service. We have referred the proposed schedule and rates to the Kowloon Residents' Association and we are merely waiting till they have given us their views.

The hon. member suggested appointing a Committee to discuss and report on the feasibility of the Naval Wireless Station at Stonecutters being used for commercial purposes. I think the matter has been fully discussed and it will serve no useful purpose to discuss it over again. It has been pointed out that the station is not powerful enough and the system on which it is run is not fitted for commercial work in the ordinary sense. With regard to the general question I have here the report of the Imperial Wireless Committee, 1919-20, which considered the whole subject of wireless telegraphy throughout the British Empire. It is apparent to everybody we cannot stand alone. We must have stations linked up in order to get our messages through to England.

The COLONIAL SECRETARY then read several extracts from the report to show the difficulties of the question, mentioning that stations are proposed to be erected in India, Singapore, and Hongkong.

The Hon. Mr. HOLYOAK—I have read the report very carefully myself. What I wish to emphasise is that we must have a station We must get one at once. It is no use waiting till the imperial wireless chain is introduced. This morning's paper reports messages between Bordeaux and Shanghai and New York and Manila. It is absurd to wait. We must have it even if we have to pay for it ourselves.

The COLONIAL SECRETARY—In reply to Mr. Lau Chu-pak on the question of the hawkers I am astonished that Mr. Holyoak has expressed his sympathy with the hon. member's remarks. I am surprised because Mr. Holyoak mentioned some time ago that the increase in hawkers was a nuisance to motor traffic. The question of hawkers is primarily not only one of traffic control, but of good order and cleanliness. It is admittedly difficult for the Government to state exactly the number required in the public interest before they transgress into a public nuisance. They admittedly squat with their stalls all about the thoroughfares and litter the place with refuse and add very considerably to the labours of the Sanitary Department in scavenging. They insist on selling their wares in a prohibited area and generally obstruct traffic. Anyone who has been through western Victoria or Yaumati will agree. We have waged incessant warfare to get the streets reasonably clear and I submit it is unfair that we should be asked to issue licences indiscriminately and then to put on extra Police to chase them off from pillar to post. The Government gets $23,000 for 7,000 licences as against 9,000. It is not proposed to reduce the numbers by taking away licences; all hawkers who now have licences will have them renewed. If more than 7,000 are needed licences will be given to new applicants in special cases, not all in the central district. It is not true that because a license is refused to a person that he immediately becomes a criminal but it is true in many cases that a hawker takes out a licence and carries on a trade as a cover for criminal practices. You cannot in a town like this have both the mediaeval and modern systems. The native idea of the uses to which public thoroughfares may properly be put is not in accordance with the modern school of thought on the subject and I think it is reasonable in the interests of traffic control and the management of the city generally that these licenses should be kept within a reasonable figure. The honourable member also mentioned that there might be abuse in connection with the issue of a limited number of licences. I do not think so. All present holders will be entitled to a renewal of their licences and new applications are carefully inquired into.

With regard to the proposed charge for excess water, the rider mains were not given at the request of the Chinese. It must be borne in mind that they were given also to enable the Government to check the use of water and their primary object was that when the shortage of water came in the winter to cut off the water from the Chinese tenement houses, and keep down the supply to one hour. If they had it for anything over two hours the Chinese turned on the tap and wasted the water. Now we have a supply laying throughout the year and the wasteage is very great indeed. I think the hon. member would prefer the tax to having to take water from the street fountains. Various difficulties no doubt exist as to the incidence of the tax. There is no definite statement as to increased fees; it is simply proposed to add to the revenue from this source.

As regards the question of the buoys in the harbour, raised by the Hon. Mr. Parr, the suggestion to increase the fees has not been gone into at any length. The cost of everything—even the cost of passages on the ships of the hon. member's own company—have gone up very much indeed and there is no reason why the Government should remain in the position it was years ago. With regard to emigration fees our fees are considerably below those of other ports and the figures show that we can put on these extra charges. The Council may rest assured that the Government will do nothing to prejudice this important interest of the Colony.

I may, in conclusion, express my deep appreciation of the complimentary words expressed by the two hon. members with regard to myself but which I think are rather deserved by the service as a whole to whose efficient co-operation the smooth running of the Government machine is entirely due.—(Applause).

The Hon. Mr. POLLOCK—One point to which the Hon. Colonial Secretary did not refer was to the question of private practitioners being allowed to attend their own patients in the Kowloon hospital.

The COLONIAL SECRETARY—That is the intention of the Government.

Hon. Mr. POLLOCK—I am not convinced that the unofficial members refused the Wanchai Gap tramway.

The COLONIAL SECRETARY—It was discussed in Committee and it was agreed that the scheme should be omitted.

DIRECTOR OF PUBLIC WORKS.

The DIRECTOR OF PUBLIC WORKS: in regard to public works which have not been dealt with by the Hon. Colonial Secretary I would ask permission first to express my deep appreciation of the remarks relating to myself which have fallen from the hon. member opposite (Hon. Mr. HOLYOAK). It has always been my endeavour to maintain the high standard of excellence of the public works generally which had been established by some at least of my predecessors in this Colony.

The hon. senior unofficial member referred to the necessity for the prompt dealing with plans for alterations to buildings and new buildings. Provision is made in the ordinance for a very limited period within which plans must be dealt with and if he could bring to my notice any case in which that period has been exceeded I will be glad to investigate it. According to the ordinance the parties who deposit such plans may proceed with the buildings if no intimation of disapproval is received within the period stated. With regard to the Praya East Reclamation scheme I can only say that some delay will necessarily result from the visit of Sir Maurice Fitzmaurice to investigate the question of harbour improvements generally and the establishment of wharfage and railway communication on the other side of the water. It was necessary to have a great deal of information prepared for his benefit and the staff that would be otherwise engaged on the Praya East Reclamation work has had to be taken off for that purpose.

The hon. senior unofficial member referred to the motor road from Chamberlain Wood road to Magazine Gap. In that case also the question was referred to the Public Works Committee, consisting of all the unofficial members, and they were unanimous in recommending the construction of that road. I am aware of course, that my hon. friend Mr. Pollock was absent from the Colony when that occurred, but I think he should have it out with his *locum tenens* in the first instance before complaining of the insertion of this item.

Hon. Mr. POLLOCK: I entirely disagree with the hon. member. Why should not I have my own views on the subject, and why should I not express them?

The DIRECTOR OF PUBLIC WORKS: I merely wished to mention that it was not a matter which had been inserted by the Government without reference to the unofficial members and that the work had received their unanimous support.

I think the Colonial Secretary dealt very fully with the question of the rider main system. The reason for introducing this system was that a Bill had been passed by this Council providing for the withdrawal of the service to the houses generally unless meters were introduced, and to give a supply to the people from public fountains only. That was the reason why the rider main system was applied for and ultimately introduced.

The main object of the meters, of course, is to economise the water supply and prevent the necessity for further great extensions of the waterworks to maintain the supply. Such extensions, if necessary in the future, must be attended by far greater expense than hitherto. My hon. friend in my left (Mr. Parr) referred to the desirability of encouraging the introduction of new contractors. If any contractor can show me that he has some experience of work and has carried out successfully works elsewhere, I am always ready to include his name in the list of contractors eligible for tendering for Government works. The hon. member also mentioned in a casual way the desirability of utilising level spaces to the south of the Kowloon hills for recreation purposes. I would be glad if he would show me where these level spaces are unless he refers to the swampy places lying to the left of the Taipo road near Taikokitsui. There are practically no level spaces that I am aware of at Kowloon that can be turned into recreation purposes without the expenditure of a considerable sum of money.

H.E. THE GOVERNOR.

H.E. THE GOVERNOR—Honourable gentlemen—Before proceeding to refer to one or two points which have not been referred to either by the Director of Public Works or the Colonial Secretary, I should like to say how much I, as Head of the Government, appreciate the remarks of the member for the Chamber of Commerce with regard to our three colleagues here; but I would also like to say that we shall get much more work from Mr. Chatham in this Council before he retires; otherwise I myself would have referred to his retirement.

With regard to the Cadet Service, the senior unofficial member asked for information on the subject of the efficiency bars and generally on the question of the general scheme of payment by seniority instead of by posts. The position is that in such a small service as this it is extremely difficult to fit the right man into the right post because the man who is expert as a police magistrate may be the senior man in his class and under the old system when a post such as that of Postmaster-General or Treasurer fell vacant you had to promote a man to the post whether he were the best adapted to the work or not, while, the post might fit a junior officer who would prove an extremely good man in the post. That is not a very satisfactory position. Another objection to the late system of classification was that the work was very unevenly divided, in a small service like this, and also kept a man back from promotion for quite a long time because his seniors were in office and it was extremely hard for a man to be kept in class 2 for ten to twelve years on that account before he could get promotion. I came to the conclusion, and the Secretary of State agreed, that the fairer and better course would be to pay a man on the plan now adopted so as to be certain you can employ a man to the best advantage and put him into a post for which he is fit. That only involves the abandoning of the system of classification. There is a danger under this system, of course, that you must always be prepared to get a man contented to do the minimum amount of work for the increment. There is no reason why you should allow a man to proceed from top to bottom of the scale doing only a minimum amount of work, and being sure of his increments. For this reason two halting places have been made—one at £600 and one at £900. I think that is the only satisfactory solution, and under this scheme really good men will get promotion. In connection with that subject the hon. member drew attention to the fact that in the Estimates certain departments showed blanks on page 17. The reason for that is partly as a result of this change in classification. It was desirable to place the Cadet Service under a separate head. This system is followed by the Federated Malay States and Ceylon after considerable experience in trying to make things clear. It has the disadvantage of not enabling anybody to see at a glance the total cost of a department, but I guarantee nobody has been able to ascertain what the total cost of a department was in Hongkong under the other system. An officer put into a department as a substitute would draw part of his pay from one department for his previous position and part from the department in which he was temporarily placed, and this gave a very considerable amount of annoyance to the accounting officers, as the hon. Colonial Treasurer will tell you. I can see that at first sight it look rather curious to find all departments given in the Estimates without any heads, but I am sure when you get used to the system you will agree with me that it is more satisfactory.

With regard to what the hon. member has said with regard to Magazine Gap Road, I confess to a certain amount of sympathy with the hon. member, and I may say this is one of the points on which I differ from some of my official colleagues. I think, however, some of the fears expressed by the hon. member are rather unnecessary. I do think the road is desirable. It will open up new sites and will relieve the intolerable congestion on the Peak Tramway, at least we hope so. The Peak Tramway will, we hope, be improved, and that is one reason that the Colonial Secretary has given why the Wanchai Tramway has been dropped for the moment. It certainly will take sometime before the improvement of the tramway is possible and I think it is highly desirable that the road should be provided to relieve the congestion. I think the danger to children is slightly exaggerated. The roads have many uses but playgrounds for children is not one of them. There is no serious danger to children if they are properly looked after. The road will be 20ft. wide, and we are not depriving the children of any roads they have habitually used because the road is practically on a new line.

Hon. Mr. POLLOCK—There are very important parts of the road, sir, which will disturb the present road that the children now use in going to the playgrounds and for walks. This road will not, as far as I am aware, open up any new sites.

The DIRECTOR OF PUBLIC WORKS—I do not think it will open up many.

H.E. THE GOVERNOR—If the new road had opened up any big site I would have had no hesitation whatever in recommending it, but the fact that it will open up any sites at all is sufficient for the opening of the road. The provision of an alternative route to the Peak is also one of importance. With regard to the disturbance of the peace and quiet of the Peak, I do not think there is serious danger of night being made hideous by a continual stream of cars racing over the Peak all night. Is there not a time limit, after which which motor cars are prohibited?

Hon. Mr. POLLOCK—They are very late hours.

Hon. Mr. HOLYOAK—One o'clock, I believe.

His EXCELLENCY—If necessary, that can be altered. The hon. member's views on this subject are not supported by his colleagues. When the proposal was made to omit the Wanchai Gap tramway the members on the Public Works Committee made no observations in opposition to it.

Hon. Mr. POLLOCK—When was this meeting held?

The COLONIAL SECRETARY—There were two meetings. One was an informal meeting because Mr. Holyoak and Mr. Johnstone were going away. At the second meeting I was not present, but the Director of Public Works reported that no change was made in the draft proposals.

His EXCELLENCY—The probable cost of the tramway would be somewhat heavy and for many reasons it would be advantageous for it to stand over. We may possibly consider it next year and take it up in 1922.

There remains the question of public works from loans. I agree very largely with what was said by the hon. member representing the Chamber of Commerce but I am not sure that I have any definite information to support his contention that progress has been retarded by the practice of paying for works out of revenue. As hon. members will have seen, the Public Works programme contains a very large amount of work which cannot be paid for out of the revenue of this year, but we are in possession for the moment of certain balances, and I think it is a wise policy to reduce these balances before recourse to loans, which must necessarily be very expensive. I was surprised at the figures given by the hon. member (Mr. Parr) with regard to a Shanghai loan. If you have a loan for a short term of years you have to provide very heavily for a sinking fund. Presuming it is not floated at par we should have to consider that as well, and it seems likely that it would amount to an annual payment of 9 per cent. It is rather more than we can afford. If this were a case of a heavily taxed community which could not afford to pay for large works from its income, I would certainly support such a proposal. I think that this is probably the lightest taxed community in the world at the present moment, and I think it can afford to go on paying out of its income. This policy, however, is likely to come to an end shortly. What Sir Maurice FitzMaurice's proposals may be it will be the desire of the Council to carry them out, certainly to a large extent, and I feel quite confident from what I know of engineers that the proposals will involve a considerable expenditure. When that time comes I am quite with the hon. member that we should resort to a loan rather than retard development.

The Bill was read a second and third time.

THE FORM OF FINANCIAL RETURNS.

The Hon. Mr. H. E. POLLOCK, K.C., in accordance with notice given, asked a series of questions to which the Government replied.

Questions and the answers made to them by the COLONIAL SECRETARY are appended:

Q.—In view of the fact that the Government have been able in 1920 to issue Financial returns monthly, instead of at times with more than one month's receipts and payments grouped together, will they give the usual total receipts for January, February and March, 1919, also those of December, 1919, which have not been published, in order that some comparison can be obtained with the 1920 figures?

A.—The figures are:—January, 1919.—Revenue, $1,809,259.60; expenditure, $856,879.90.

February, 1919:—Revenue, $1,252,636.70; expenditure, $733,971.53.

March, 1919:—Revenue, $1,208,147.23; expenditure $1,266,103.29.

The figures for the three months were published together owing to the irregularity of the mails which brought the Crown Agents' accounts for the three months within a very short time of one another.

For December, 1919, the figures are:—Revenue, $1,342,985.64; expenditure, $4,851,816.55.

Q.—As the publication of the monthly cash account some three to four months later detracts considerably from its value, and in view of the fact that the Imperial Government is able to issue its Statement within a month after date, cannot some improvement be instituted (possibly by standardising the items and obtaining Crown Agents London figures by telegraph for incorporation) whereby the publication can be made within the month following?

A.—It is unfortunately impossible to publish accurate accounts until the Crown Agents' monthly figures are received and for them to telegraph the exact figures of £ s. d. under each head would involve expense out of all proportion to the benefit secured. The prolonged delays which have occasionally occurred in the past have been due to the irregularity of the mail service. It is hoped that when a normal service is restored the delay in publication will be materially reduced.

Q.—Whereas the monthly financial return merely gives the receipts and payments in one item respectively, which is the minimum of information which can be produced, and as the Government doubtlessly keeps its accounts in the form of the "Financial Returns for the year," cannot a Monthly Account be published to enable the officials and public to follow the returns intelligently on such lines as follows, *e.g.*:—

Items of receipts and payments under their separate standardised heads in columns reading

1.—Estimated Receipts 1920.
2.—Receipts to date
3.—Receipts to same date previous year.
4.—Receipts for same month previous year.
5.—Receipts for current month, with similar information on the other side respecting payments closing with the balances brought forward and carried forward to complete the account?

(Continued on Page 11.)

LEGISLATIVE COUNCIL.

(Continued from Page 10.)

A.—Something of the kind shall be done. The exact form of the return will need a little consideration.

LOANS FOR HOUSE BUILDING.

Q.—With regard to public moneys authorized to be lent at a low rate of interest in order to further the building of additional housing accommodation, will the Government cause a statement to be published annually in the Blue Book, giving particulars of the amount advanced by the Government, interest charged, accommodation to be provided, approximate rentals and security given for the fulfilment of contract, and also terms of repayment and the names of the borrowers?

A.—The Hon. Member's suggestion has been carefully considered, but the Government has come to the conclusion that it would be undesirable to publish such a statement. Of course, any Hon. Member who desires information on these points for his personal use will be supplied with it.

Q.—Having regard to the fact that owner occupiers are undoubtedly a great asset in any community, will the Government set aside a sum of $50,000 dollars out of revenue for the purpose of making advances at a low rate of interest to persons who are desirous of building inexpensive houses for their own occupation?

A.—It was found, in connection with the loans which were recently made, that the chief obstacle to the building of small detached houses was the lack of suitable sites convenient of access. The only enquirer who was willing to go far afield has been granted a loan for the purpose of building a residence at Fanling, but for the most part applicants expected that land would be found for them at a nominal rate in the most central districts. The Government has under consideration various schemes of development which include the provision of inexpensive land and lots on the outskirts of Kowloon. In the meantime it is considered inadvisable to increase the already large sum locked up in advances for house building.

THE BATHING BEACHES.

Q.—Having regard to the popularity of the Bathing Beaches at North Point and Kennedy Town and to the fact that those areas are in danger of being required for various purposes in the near future, will the Government, before selling these public and accessible bathing grounds, arrange for the cheap transportation of intending bathers to the North Shore of Stonecutters' Island or some other convenient place for bathing?

A.—While the Government will regard the loss of these bathing facilities with regret, it is not possible to allow them to stand in the way of commercial development, so that it must be anticipated that the bathing places to which the Hon. Member refers will cease to be available at no very distant date. It is considered that the provision of transport to other bathing places is one which can be dealt with adequately by private enterprise and should therefore be left to it.

RAILWAY ACCOUNTS.

Q.—If the Kowloon-Canton Railway (British Section) is in time to be linked up with the trunk lines of China and when such takes place questions of rates and allowances are likely to be complicated ones based on both cost of construction, maintenance and running costs, and whereas all the Railways in China are and have been for some time worked under a very efficient and standardised form of accounts, will the Government take immediate steps to place the Colony's Railway accounts on a similar basis so that our officials may be in a position to discuss questions of rates on a common basis?

A.—The system of accounting employed does not, as far as this Government is aware, differ materially from the system employed in China. But the Government will be glad to consider any suggestions for the alteration of its system which the Hon. Member may care to put forward.

THE COLONY'S INTEREST ON INVESTMENTS.

Q.—Is the Colony's interest on investments in British War Loan and Colonial Government Stock received free of Income Tax? If not, why not?

A.—The answer to the first part of the question is in the affirmative.

FINANCIAL MINUTES.

At the conclusion of the Council Meeting, a meeting of the Finance Committee was held, the COLONIAL SECRETARY presiding.

CAPITATION GRANTS.

The Governor recommended the Council to vote a sum of $7,640 in aid of the vote Education Department, Other Charges, Capitation Grants.

TYPHOON AND RAINSTORM DAMAGE.

The Governor recommended the Council to vote a sum of $33,000 in aid of the vote Public Works, Recurrent, Hongkong, Miscellaneous, (17) Typhoon and Rainstorm Damages.

ROAD WIDENING BEYOND NORTH POINT.

The Governor recommended the Council to vote a sum of $20,000 in aid of the vote Public Works, Extraordinary, Hongkong, Communications, (16) Roads, (k) Shaukiwan.—Widening existing road between North Point and Quarry Point.

DREDGING FORESHORES.

The Governor recommended the Council to vote a sum of $1,500 in aid of the vote Public Works, Recurrent, Hongkong, Miscellaneous, (16) Dredging Foreshores.

LUGARD ROAD EXTENSIONS.

The Governor recommended the Council to vote a sum of $5,000 in aid of the vote Public Works, Extraordinary, Hongkong, Communications, (16) Roads, (c) Lugard Road Extensions.

MISCELLANEOUS SERVICES.

The Governor recommended the Council to vote a sum of $107,344 in aid of the following votes:—

Miscellaneous Services:—	
Language Study Allowances	$1,670.00
Government Buildings:—	
Electric fans and light	2,940.00
Lifts maintenance	760.00
Printing and binding:—	
Civil Service list	54.00
Miscellaneous papers	30,000.00
Ordinances, regulations and reports	4,500.00
Stationery	11,000.00
Transport of Government servants	54,000.00
Charitable services, Charitable allowances	2,400.00
Total	$107,344.00

The above votes were agreed to.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

GENERAL WRANGEL.

LONDON, November 15th.

Contrary to expectation the Bolsheviks did not storm Perekop, but, by an unexpected ruse, the calavry outflanked General Wrangel's army. The Bolsheviks favoured by the hard frost, crossed the so-called "Putrid Sea" and attacked General Wrangel from the rear leading to his rapid and irremediable collapse. General Wrangel was personally commanding the remnants of his army against 170,000 Bolsheviks who were commanded by Trotsky himself. A French warship waits to take off General Wrangel, if he is driven to flight. General Wrangel attributes his rapid defeat to his mutinous army. This Bolshevik success, following the peace with Poland and other western border states, establishes the Soviet power throughout the remaining portion of the former Russian Empire.

LONDON, November 15th.

The latest telegrams from Constantinople state that the Bolsheviks are giving no quarter. General Wrangel's forces and the complete evacuation of the Crimea has been decided upon. The "Red" success is stated to be largely due to the use of poison gas. They admit, however, the loss of 30,000 killed.

It is understood that the whole staff of Lady Muriel Paget's relief mission in the Crimea, comprising women doctors, nurses and Sisters, has reached Constantinople safely.

LONDON, November 15th.

It is reported from Constantinople that a blockade of the Russian coast along the Black Sea has been declared and that British torpedo-boats are patrolling with the object of preventing the Bolsheviks from communicating with the Turkish coast.

LONDON, November 15th.

The Admiralty states that the British naval forces in the Black Sea have been ordered to observe strict neutrality and are only carrying out the normal functions of police-work.

A Moscow wireless message reports that M. Tchitcherin has sent a message to the Chinese Foreign Minister stating that, in response to the request of Chinese troops, Soviet troops will enter China to assist the Chinese against the Semenoff detachments, who have entered Chinese Manchuria, but will withdraw as soon as their task is accomplished.

ADRIATIC TREATY.

LONDON, November 15th.

The *Morning Post* correspondent at Santa Margherita states that immediately after the signature of the Adriatic Treaty the Italian and Jugo-Slav Governments signed a defensive convention against the restoration of the Hapsburgs.

KINEMA PANIC.

NEW YORK, November 15th.

Six children were trampled to death and ten were injured in a panic caused by a shout of "Fire" at a kinema theatre. Two of the proprietors have been arrested on a charge of manslaughter.

MESOPOTAMIA OPERATIONS.

LONDON, November 15th.

The War Office *communique* relating to Mesopotamia states that the 34th Brigade advancing from Samawa northwards, seized the bridge over the Euphrates at Imamadullah. Two hundred insurgents counter-attacked, but were driven off. The British casualties were over 40. The insurgents lost more heavily.

LEAGUE OF NATIONS.

GENEVA, November 15th.

The first plenary meeting of the Assembly of the League of Nations was opened this morning with but little ceremony. The austere interior of the Reformation Hall, where the league foregathers, was filled with a black-coated assembly. The only patches of colour were the scarlet clothes of the ushers.

There were a number of vacant places when the President of the Assembly, M. Hymans of Belgium, rang the bell. M. Motta, the President of the Swiss Republic, welcomed the delgates.

The election of a permanent President resulted in M. Hymans receiving 35 out of 41 votes.

OUTLOOK IN IRELAND.

LONDON, November 15th.

In reply to questions in the House of Commons, Mr. Lloyd George emphasised that every possible step is being taken to protect the police in Ireland. The Government was simply enforcing the law in Ireland, and thought that it was doing it successfully. The Police were suffering heavier casualties because they were no longer remaining in their barracks as they had to do before until the Government was ready two or three months ago, but were going all over the country enforcing the law, and therefore running greater risks. There was overwhelming evidence that the power and authority of the law was being established throughout the country.

FRANCE'S UNKNOWN WARRIOR.

PARIS, November 12th.

A Havas message says:

On behalf of King George, the British Government and the Army Council General Sackville West and General Ducane laid three beautiful wreaths on the tomb of the unidentified French soldier.

FRENCH TRADE.

PARIS, November 12th.

A Havas message says:

The aggregate proceeds from State Excises and Monopolies exceeded in October 53,000,000 at par, being an increase of more £20,000,000 at par over those in October 1919. The importation of manufactured articles is decreasing steadily, and, in proportion, the conditions in the French industry are improving.

BANKS.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL: U.S. $4,000,000.
SURPLUS & UNDIVIDED PROFITS: U.S. $1,489,000.

HEAD OFFICE:
NEW YORK, U.S.A.

HEAD OFFICE FOR THE ORIENT:
SHANGHAI.

BRANCHES:

TIENTSIN	MANILA	HANKOW
CANTON	CHANGSHA	PEKING

All descriptions of Banking Business transacted.
Interest allowed on Current Accounts Savings Accounts and Fixed Deposits in Local Currency, U. S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us. Payable throughout the world.

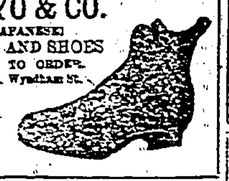
VERNE CLAIR,
Acting Manager.

SICKLY BABIES.

Sickly babies—little ones who are troubled with their stomachs and bowels, whose teething is painful, digestion bad, and who cannot sleep well—may be made healthy and happy by Baby's Own Tablets, the Canadian children's remedy. Mrs. Wilfred Damons, of that Brilliant Quebec, writes:—"Please send me a vial of Baby's Own Tablets as I would not care to be without them. I have used them for constipation and vomiting and am well pleased with the result."

The Tablets are recommended also as a remedy for worms, and to break up simple colds and fevers. Obtainable from medicine dealers, also at 35 cents the vial, post free, from The Dr. Williams' Medicine Co. 26 Szechuen Road, Shanghai.

TAIYO & CO.
JAPANESE
BOOTS AND SHOES
MADE TO ORDER.
No. 16, Wyndham St.



HONGKONG STOCK EXCHANGE.

HONGKONG, 12th NOVEMBER 1920.

OFFICIAL QUOTATIONS
11 A.M.

Sterling Exchange 3/9¼ T. T.

BANKS.
Hongkong Banks... ... $6664 sa.
East Asia Bank $120 b.

MARINE INSURANCES.
Canton Insurance $185 b.
North China Insurance ... T153 n.
Union Insurance ...$187½ b. 190 sa.
Yangtsze Insurance $82 n.
Far Easterns T 20 n.

FIRE INSURANCES.
China Fire Insurance ... $125 b.
Hongkong Fire Insurance ...$316 n.

SHIPPING.
Douglases... $90 b.
H. A. Steamboats ...$24 b. 24½ sa.
Indo-Chinas (Pref.)$17 b.
Do. (Def.)$178 b.
Shell Transports 140/- s.
Star Ferries $24½ n.

REFINERIES.
China Sugars $211 n.
Malabon Sugars $55 n.

MINING.
Kailan Mining Adm. 125/- s.
Langkats } Comb. T15¾ n.
Shanghai Loans ... }
Shai Explorations }
Paubs $1 n.
Tronoh Mines 24/- b.
Ural Caspians ... 20/- b. 25 sa.

DOCKS, WHARVES, GODOWNS, &c.
H. & K. Wharfs $92½ b. 93/2½ sa.
H. & W. Docks $153 b.
Shai Docks... T190 b
New Engineerings ... T 25 n.

LANDS, HOTELS & BUILDINGS.
Central Estates $118 n.
Hongkong Hotels $153 n.
Hongkong Lands...$126 b.
Humphreys$3 b.
Kowloon Lands$40 b.
Land Reclamations $140 n.
West Points $52 b

COTTON MILLS.
Ewo Cottons T 500 n.
Kung Yiks T 44 n.
Laou Kung Mows —
Orientals T 177½ n.
Shanghai Cottons ... T210 n.
Yangtzepoos T 27½ n.

MISCELLANEOUS.
Cements $2.90 b. 2.90 sa.
China-Borneos —
China Lights Old $7 & New $5 b.
China Providents $8 b.
Dairy Farms, ... $23½ n.
H. K. Electrics $18½ n.
Macao Do. $30 n.
Hongkong Ropes $23½ n.
Hongkong Tramways$7½ n.
Peak Tramways (Old) $7½ b.
Do. (New)... $0.70 b.
Steam Laundries$4½ b.
H.K. Steel Foundry $10 n.
Water-boats $18 b. 16½ s.
Watsons$7½ b. 7¾ sa.
Wm. Powells $164 b.
Wiseman's $31 b.

CHAMBERLAIN'S COUGH REMEDY.

WHEN you have a bad cold you want a remedy that will not only give relief, but effect a prompt and permanent cure, a remedy that is pleasant to take, a remedy that contains nothing injurious. Chamberlain's Cough Remedy meets all these requirements. It acts on Nature's plan, relieves the lungs, aids expectoration, opens the secretions and restores the system to a healthy condition. This remedy has a world wide sale and use, and can always be depended upon. For sale by all Chemists and Storekeepers.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: 6 Des Voeux Road, Central.
Branch: Russian Concession.

DOMESTIC & FOREIGN BANKING SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. CHANG LI,
Manager.

Hongkong, July 7, 1920.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:
Alexandra Buildings, Chater Road.

General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

K. C. LAU,
Chief-Manager.

Hongkong, Aug. 17, 1920.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	every 15 minutes
8.00 a.m. to 9.30 a.m.	„ 20 „
9.30 a.m. to 11.30 a.m.	„ 15 „
11.30 a.m. to 12.30 p.m.	„ 15 „
12.30 p.m. to 2.30 p.m.	„ 10 „
2.30 p.m. to 5.00 p.m.	„ 15 „
5.00 p.m. to 8.10 p.m.	„ 10 „

NIGHT CARS

8.50 p.m., 9 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS

EXTRA CAR—12.00 midnight

SUNDAYS

7.30 a.m.	
8.00 a.m. to 10.30 a.m.	every 15 minutes
10.30 a.m. to 11.00 a.m.	„ 15 „
11.30 a.m. to 12.00 noon	„ 15 „
12.00 noon to 1.00 p.m.	„ 10 „
1.00 p.m. to 5.30 p.m.	„ 15 „
5.30 p.m. to 6.00 p.m.	„ 10 „
6.00 p.m. to 6.30 p.m.	„ 15 „
6.30 p.m. to 8.10 p.m.	„ 10 „

NIGHT CARS as on Week Days

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars now already full running at the time stated in the Company's time-tables but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore's order representing Bank Notes.

JOHN D. HUMPHREYS & SON.
General Managers.

EXCHANGE.

Hongkong, November 19, 1920.

On London—	
Bank, Wire	...3/-2½
„ On demand, ...	...3/-9½
„ 30 days' sight, ...	...3/-9½
„ 4 months' sight,	...3/-9½
Credits, 4 months' sight	...3/-11½
Documentary 4 months' sight	3/-11½
On Paris—	
On demand, ...	—
Credits, 4 months' sight, ...	1140
On New York—	
On demand, ...	—
Credits, 60 days' sight	... 68½
On Bombay—	
Wire, ...	nom.
On demand	—
On Calcutta—	
Wire, ...	nom.
On demand	—
On Singapore—	
On demand	163
On Manila—	
On demand, ...	141 n.
On Shanghai—	
On demand	—
30 days' sight (private paper)	
On Yokohama—	
On demand, ...	127½
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	5.20 n.
Silver (per oz.)	50½

SUBSIDIARY COINS.

Hongkong 50 cents sub.	par.
„ 10 „ „	par.
„ 5 „ „	½ % dis.
Canton coins „	13 ⅝ % dis.
Bar Silver in Hongkong	19½ % pm.
Chinese Copper Cash—	4 % pm.
Chinese Copper Cents	—
Rate of Native Interest	7 % p.a.
Chinese Sub. Coin ...	13½ % dis
Hongkong Sub. Coin ...	par.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ... $15,000,000
RESERVE FUNDS:—
Sterling ... £ 1,800,000
Silver $23,000,000
RESERVE LIABILITY OF PROPRIETORS ... $15,000,000

COURT OF DIRECTORS
Hon. Mr. E. V. D. PRATT.—Chairman.
A. H. Compton, Esq.—Deputy Chairman
S. H. Dodwell, Esq. — Hon. Mr. J. Johnstone,
G. T. M. Edkins, Esq. —
A. S. Gubbay, Esq. — A. O. Lang, Esq.
Hon. Mr. F. H. Holyoak. — W. L. Patterson, Esq. — J. A. Plummer, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq.

ACTING MANAGER:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS.
LONDON COUNTY WESTMINSTER AND PARR'S BANK LIMITED.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 17, 1920.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB.
Chief Manager.

Hongkong, May 14, 1816

BANQUE INDUSTRIELLE DE CHINE.
(FRENCH BANK)

AUTHORIZED CAPITAL ... F. 250,000,000
SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP CAPITAL ... F. 75,000,000
RESERVE FUNDS ... F. 30,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ... F. 50,000,000

Chairman of the Board of Directors ... Andre Berthelot.
General Manager ... A. J. Pernotte.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS

BRANCHES:

Antwerp	Hongkong	Shanghai	
Batavia	London	Singapore	
Bordeaux	Lyon	Swatow	
Canton	Marseille	Tientsin	
Dunkerque	Moukden	Tsinanfu	
Foochow	New York	Vladivostock	
Haiphong	Pekin	Yokohama	
Hankow	Phom Penh	Yunnanfu	
Hanoi	Saigon		

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, October 15, 1920.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

Authorised Capital	F.100,000,000	£8,333,333
Paid-Up Capital	F. 80,000,000	£6,666,666
Reserve Fund	F. 17,353,284	£1,446,107
Special Reserve	F. 25,160,000	£2,096,666

HEAD OFFICE—Amsterdam.
Branches at
The Hague Rotterdam
HEAD AGENCY—Batavia.
Branches:

Bandjermasin	Penang
Bandoeng	Pontianak
Calcutta	Rangoon
Cheribon	Samarang
Djember	Shanghai
Djokjakarta	Singapore
Kobe	Soerabaia
Kota-Radja	Soerakarta (Solo)
Langsa	Tebing Tinggi (Deli)
Macassar	Tegal
Medan	Telok Betong
Padang	Tjilatjap
Palembang	Weltevreden
Pekalongan	

Correspondents at Bombay, Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, &c., &c.
London Bankers: The National Provincial & Union Bank of England Limited.
The Bank buys and sells and receive for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

W. H. GROSKAMP,
Acting Manager.

Hongkong, Oct. 25, 1920.

BANKS

THE MERCANTILE BANK OF INDIA, LTD.

HEAD OFFICE:
15, Gracechurch Street, London E.C. 3

Authorised Capital	...	£3,000,000
Subscribed Capital	...	1,800,000
Paid-up Capital	...	1,050,000
Reserve Fund	...	1,050,000

BANKERS:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Ipoh	Penang	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Paris	
Galle	Kota Bharu	Port Louis (Mauritius)	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 1 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7 Queen's Road Central,
Hongkong, June 29, 1920.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG.
Established 1919.

PAID-UP CAPITAL,	$2,000,000.00
RESERVE FUND,	200,000.00

DIRECTORS:—
Mr. Pong Wai Ting, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chan, Mr. Mok Ching Kwor,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Chiew Shek.
Mr. Ng Chung Lak.

Chief Manager, Mr. Kan Tong Po.
Asst. Manager, Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Forms per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920.

BANQUE DE L'INDO-CHINE.
(FRENCH BANK.)

HEAD OFFICE:
15bis Rue Laffitte, Paris.

SUBSCRIBED CAPITAL ... Frs. 72,000,000.00
PAID UP CAPITAL ... Frs. 68,400,000.00
RESERVE FUNDS ... Frs 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phom-Penh	
Hanoi	Pondicherry	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais, Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial & Union Bank of England Ltd. Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co., French American Banking Corporation; Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, Nov. 1, 1920.

THE BANK OF CHINA.
中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917).

Authorised Capital ... $60,000,000.00
Paid-up Capital ... 12,979,800.00
Reserve Funds ... 2,197,400.00

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20/21, Connaught Road, Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England Ltd.

New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—
For 3 months—3% per annum
For 6 months—4% per annum
For 12 months—5% per annum

YUEN PEI,
Manager.

Hongkong, January 24 1920.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL	...	£3,000,000
RESERVE FUND	...	£3,000,000
RESERVE LIABILITY OF PROPRIETORS	...	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. CROCKATT,
Manager.

Hongkong, January 1, 1920.

THE CHINA SPECIE BANK, LIMITED.

HEAD OFFICE:
St. George's Building, Hongkong.

Chairman of board of directors
Mr. Wong Shiu Ham.
Chief Manager.....Mr. L. S. Holum
Asst. Manager Mr. K. T. Wong

Foreign exchange and general banking business transacted.
Current, Savings, and Fixed deposits bear interests at rates of 2%, 4% and 5% respectively.

L. S. HOLUM.
Chief Manager,

Hongkong, October 5, 1920.

BANK OF CANTON LIMITED

HEAD OFFICE
HONGKONG.

FOREIGN EXCHANGE
General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received.

INTEREST ON FIXED DEPOSITS.
For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POONG SHAN,
Chief Manager.

Hongkong, April 28, 1920.

THE BANK OF TAIWAN, LTD.
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ...	Yen 60,000,000
Capital (Paid-up) ...	„ 45,000,000
Reserve Funds ...	„ 9,630,000

HEAD OFFICE:
TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokio, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Aka.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Bangkok, Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents the Commercial Centres in European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH:
3, Des Voeux Road Central
Hongkong, September 1, 1920.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1887.

CAPITAL (fully paid up) ...	Y.100,000,000
RESERVE FUND	50,700,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

BATAVIA	NEWCHWANG
BOMBAY	NEW YORK
BUENOS AYRES	OSAKA
CALCUTTA	PEKIN
CHANGCHUN	RANGOON
DAIREN (DAIRY)	SAN FRANCISCO
FENGHUAN (MUKDEN)	SEATTLE
HANKOW	SHANGHAI
HONGKONG	SHIMONOSEKI
HARBIN	SINGAPORE
KAI YUEN	SOERABAYA
KOBE	SYDNEY
LONDON	TIENTSIN
LOS ANGELES	TOKIO
LYONS	TSINANFU
MANILA	VLADIVOSTOCK
MUKDEN	WEIHAIWEI

G. HASHIZUME,
Manager.

Hongkong, September 13, 1920.

MARSHAL JOFFRE.

HOW HE DINES.

GREAT SOLDIER'S SIMPLE TASTES.

Near Port Saint Denis there is a quiet, comfortable, but entirely unpretentious little *brasserie* restaurant, where lunch or dinner can be had for—in these days—the very modest sum of 12f. (5s.) a head. It is patronized almost entirely by the quiet *bourgeois* of the quarter, and it is rare that any visitor to Paris enters within its portals.

The waiters know the names of their clients, who are almost all *habitues*, and they are justly proud of one of them—a fine-looking old man with a kindly face and large and very white moustache. For every meal a table near the window is set aside for him, and if some chance customer wants to sit there the nearest waiter, says *Le Journal*, motions him elsewhere, remarking, "Not here, sir. This is Marshal Joffre's table."

For it is here, in the quietness of the *petite bourgeoisie*, that the victor of the Marne goes every day to eat while his wife is enjoying a prolonged summer holiday. His usual waiter says that his habits are of the simplest. The great marshal drinks neither wine, coffee, nor liqueurs, but he has a big appetite for vegetarian diet, since in the evening he never eats meat. Marshal Joffre, they say, is never happier than when his presence in this modest little restaurant passes unnoticed.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.

Dec. 12.—L. T. (D. & Co.) Persia.

GENOA.

Nov. 24.—B. F. Antilochus.
Dec. 20.—B. F. Demodocus.

MARSEILLES.

Nov. 27.—M. M. Cordillere.
Dec. 28.—B. F. Alcinous.

LONDON.

Nov. 23.—B. F. Atreus.
23.—P. F. Elpenor.
28.—P. & O. Nellore.
28.—G. L. Glenshane.
28.—E. J. Bloemfontein.
29.—N. Y. K. Inaba Maru.
Dec. 4.—N. Y. K. Lima Maru.
5.—O. S. K. Havana Maru.
10.—B. F. Theseus.
10.—P. & O. Somali.
10.—N. Y. K. Kamo Maru.
10.—G. L. Glengyle.
14.—B. F. Aeneas.
18.—P. & O. Devarha.
21.—B. F. Pyrrhus.
28.—B. F. Alcinous.
31.—P. & O. Sicilia.
Jan. 2.—B. F. Machaon.
4.—B. F. Rhesus.
25.—B. F. Oanfa.
9.—P. & O. Plassy.
20.—B. F. Ixion.
Feb. 4.—P. & O. Delta.
8.—B. F. Lycaon.
19.—P. & O. Khiva.
22.—B. F. Mentor.

HAVRE.

Nov. 30.—B. F. Telemachus.
Dec. 28.—B. F. Ajaxmons.
Feb. 4.—P. & O. Delta.
19.—P. & O. Khiva.
22.—B. F. Mentor.

LIVERPOOL.

Nov. 24.—B. F. Antilochus.
30.—B. F. Telemachus.
Dec. 7.—B. F. Orestes.
14.—B. F. Memnon.
20.—B. F. Demodocus.
28.—B. F. Alcinous.
Jan. 4.—B. F. Hector.
19.—B. F. Bellerophon.
25.—B. F. Knight Templar.
Feb. 1.—B. F. Ancylises.
Mar 1.—B. F. Achilles.

ANTWERP.

Nov. 23.—B. F. Atreus.
23.—B. F. Elpenor.
23.—N. Y. K. Inaba Maru.
Dec. 5.—O. S. K. Havana Maru.
10.—B. F. Theseus.
10.—N. Y. K. Kamo Maru.
21.—B. F. Pyrrhus.
Jan. 3.—B. F. Machaon.
4.—B. F. Rhesus.
20.—B. F. Ixion.
Feb. 22.—B. F. Lycaon.

ROTTERDAM.

Nov. 23.—B. F. Elpenor.
28.—E. L. Bloemfontein.
Dec. 4.—N. Y. K. Lima Maru.
20.—J.C.J.L. Alchiba.

AMSTERDAM.

Nov. 22.—B. F. Atreus.
Dec. 8.—J.C.J.L. Kangean.
10.—B. F. Theseus.
14.—B. F. Agapenor.
Jan. 3.—B. F. Machaon.
4.—B. F. Rhesus.
21.—J.C.J.L. Borneo.
25.—B. F. Oanfa.
30.—B. F. Ixion.
Feb. 8.—B. F. Lycaon.
22.—B. F. Mentor.

HAMBURG.

Dec. 3.—J.C.J.L. Kangean.
4.—N. Y. K. Lima Maru.
5.—O. S. K. Havana Maru.
14.—B. F. Agapenor.
20.—J.C.J.L. Alchiba.
21.—B. F. Pyrrhus.
Jan. 21.—J.C.J.L. Borneo.
25.—B. F. Oanfa.
Feb. 8.—B. F. Lycaon.

MARRIED AT 100.

72 YEAR-OLD BRIDE.

FOURTH MARITAL VENTURE.

Dr. Andrew Malcolm Morrison, 100-year old musician and lecturer, has started on his fourth marital venture as "the boss of his own household."

An hour before his marriage to Dr. Mary Augusta Barney, 72 years old, his bride-to-be remonstrated with him for acceding to the wishes of the film camera men to "snap" the couple at the ceremony.

"I've made these arrangements, and what I say goes," remarked the prospective groom with no uncertain emphasis.

Dr. Morrison, who is the son of Scottish parents from Aberdeen, holds strong views on the question of longevity.

He has been a moderate smoker, eater, and drinker—till America went "dry"—and he declares that there is no reason why a man should not live to be 120 if he asserts himself over the advances of old age.

He hopes himself to beat the longevity record.

PASSENGERS.

DEPARTURES.

Per s.s. "Empress of Asia," to-day:—Messrs F. M. Ahrens, S. Arcala, J. Arcala, F. Asinas, W. E. Annett, Mr and Mrs H. Allison, Messrs S. Atienz, C. Brook, Dr and Mrs Bradley, Mr and Mrs E. J. Best, Mr E. Block, Miss E. Bannister, Mrs E. Bowrne, Mr and Mrs N. H. Begley, Messrs Fio Ma Coll, C. Clarie, Chas. M. Cottrell, Mr and Mrs D. Coolidge, Mrs Geo. E. Costello, Messrs P. H. Cobb, W. C. G. Clifford, Mrs Carter, Mr and Mrs H. L. Cook, Messrs E. B. Callahan, H. Dickyan, Mr and Mrs M. M. Dietrich, Mr B. Ejercito, Miss M. Elamparo, Mr & Mrs R. L. Fichelberger, Mr J. H. Ellis, Mrs A. Fertik, Mrs T. A. Flowers, Messrs R. Grimshaw, D. M. Goodall, S. E. Grimstone, Major & Mrs A. H. Gwyn, Mr and Mrs J. M. Goodino, Messrs N. Hartery, E. F. Hickman, Mr and Mrs C. E. Harvey, Major F. Humbert, Mr W. D. Hopson, Mrs F. de L. Hyde, Miss Hyde, Messrs R. Hunt, A. W. Hughes, Mr and Mrs F. Karl, Mr N. Kaidas, Mrs C. Kopernak, Mr O. Lachmund, Mr D. W. Leach, Miss J. Leeson, Mr W. H. Lawrence, Miss Mde Loyzaga, Messrs R. H. Loaves, D. J. Mahoney, A. Miccia, F. Monteron, Dr H. H. Morris, Mrs J. L. De Mencarini, Master A. Mencarini, Messrs R. J. Miles, H. A. McMay, D. E. Miller, W. S. Mabory, J. McDonald, M. S. Mackay, Major P. McCalmont, Mr W. MacFarlane, Mr and Mrs C. Matthew, Mr J. C. Nanagoa, Mrs F. M. Ozorio, Mrs C. O. Olliver, Messrs C. E. Ollerdissen, H. B. Ollerdissen, D. R. Pelayo, W. S. A. Pott, A. E. Piercey, W. E. Priestley, G. J. Petrocelli, Mr H. M. Pitt, N. Rodriquez, C. Raval, Miss L. Rozario, Master Reis, Mrs B. A. Ross, Mr and Mrs J. S. Reis, Mr T. Rennie, Capt. A. Steinberg, Rev. Mr & Mrs W. G. Shellabear, Miss L. H. Seely, Mr S. Sudka, Rev. C. E. Spencer, Mr and Mrs R. C. Store, Mr A. Sommerfeld, Miss L. Sudka, Mr J. Thwaites, Miss D. G. Templeton, Isadoro de Vera, Messrs L. P. Vincenot, E. Des Vœux, Geo R. Weymouth, Major F. L. Wainwright, Messrs A. Woods, F. C. Waterhouse, V. Zapata, Messrs. C. H. Cantelou, P. R. Archer, R. Adair, P. R. Alide, A. E. Brown, L. Brown, W. H. Baker, F. S. Connor, J. E. Clementson, F. E. Cheslock, I. H. Cantrell, B. Callegari, D. Centino, C. Dooley, J. L. Domingue, C. Darnell, E. H. Ealey, J. Ferrante, O. V. Greer, E. O. Greer, L. G. Glaser, E. M. Hunt, H. H. Holbrook, W. S. Hatton, A. J. Johnson, R. C. Kline, C. G. King, H. L. Kebler, R. L. King, M. L. Lobough, J. E. Lewis, R. L. Laseter, C. J. Merczeg, W. J. Malick, J. J. Mullen, L. Mitchen, H. E. Malfey, R. J. McClellan, C. P. McDonald, R. P. McKeehan, J. A. McWilliams, D. A. Nolan, J. R. Oscar, W. C. Pillsbury, W. T. Petterson, J. R. Palmer, H. R. Swanson, W. Stowers, R. W. Shirley, J. Saladino, E. T. Stromquist, and W. A. Wenz.

Per s.s. "Nile," to-day:—Mr and Mrs R. T. Anderson, Messrs A. Anderson, O. Arneson, J. P. Benson, P. D. Campbell, Capt. J. Doyle, Mrs M. Gayner, Mr and Mrs J. H. Hallock, E. H. Madge and Mrs H. M. Mendal.

ARRIVALS.

Per s.s. "Tango Maru," yesterday:—Capt. and Mrs G. B. Eldridge, Mr and Mrs R. Wilson, Mr and Mrs W. C. Espach, Mr and Mrs M. J. Wright, Miss M. Woods, Miss D. E. Score, Miss M. E. Ossorio, Master C. Leichner, Mrs J. Crowe, Mrs B. W. Grey, Mrs E. L. Smith, Mrs F. Mills, Mrs C. Cottrell, Mrs C. N. Ossorio, Mrs H. E. Podmore, Mrs T. Cochrane, Mr A. Baux, Mrs J. Cohen, Mr J. Lau, Mr M. S. Wah, Mr D. C. Mixon, Mr J. R. Redfern, Mr T. Cresthwaite, Mr P. Higham, Mr J. Inocencio, Mr S. del Rosario, Mr F. Lopez and Mr E. Guerrero.

Per s.s. "Devanha," to-day:—Mr and Mrs Stewart-Jones, Mr and Mrs Howard-Chapple, Messrs Lim Heow Cheow, Lim Chear Wong, Lee Chi Yee, Mnee Cheong, Ling Koon, Mrs K. La Vante, Brother James, Messrs Lee Jim Lee, Tam Yew Hoon, Choy Piee Lam, Mrs Penny, Miss Pearce, Mr and Mrs Morrison, Mr O. P. Marcel, Mrs Fenwick, Major and Mrs Williams, Mr Leong Eng Khean, Mrs & Miss Leong Eng Khean, Mr E. Spadbury, Miss P. Tyre, Mrs E. L. Stewart, Capt. A. Kennedy Mr and Mrs Roberts, Miss Briscoe, Bishop Hind, Rev. Nightingale, Mr., Mrs and Miss Morrison, Mr and Mrs Cobby, Mr A. Stalker, Mr & Mrs Brock, Rev. and Mrs Porri, Mrs A. Kynvett, Mr and Mrs Moyes, Mrs Hogg, Mrs E. Staple, Mr A. L. Mather, Mrs C. Wilson, Mrs Lang, Mr and Mrs Gale, Miss Hutchison, Messrs Proctor, Radford, Hammond, and Sutherland, Mrs Stern, Mr Rowland, Mrs F. Alderman, Mrs K. Marcel, Messrs H. McTavish, L. Y. Barrs, Mrs Robertson, and Mr J. H. Neal.

NOTICES.

American Machine and Foundry Company
ALL KINDS OF
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POST OFFICE NOTICES.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per
FRIDAY NOVEMBER 19.	
Shanghai	Shantung
TUESDAY, NOVEMBER 23.	
Japan	Bombay Maru
WEDNESDAY, NOVEMBER 24.	
Straits and Calcutta	Nagano Maru
Straits and Calcutta	Shinzui Maru
FRIDAY, NOVEMBER 26.	
Straits	Atsuta Maru

OUTWARD MAILS.

For	Per	Times.
FRIDAY, NOVEMBER 19.		
*Formosa via Takao	Suwa Maru	5 p.m.
Fort Bayard and Tourane	Chung Hing	5 p.m.
Samshui and Wuchow	Taiming	6 p.m.
SATURDAY, NOVEMBER 20.		
Swatow, Amoy & Formosa via Takao	Soshu Maru	9 a.m.
Straits, Bangkok, Calcutta and ADEN	Takada	11 a.m.
Japan via Nagasaki, Canada, United States, Central & South America & EUROPE via VICTORIA, B.C. Registration 12.45 p.m. Letters 1.30 p.m.	Ixion	
Shanghai and North China	Tean	3 p.m.
Shanghai and North China	Tungshing	4 p.m.
Weihaiwei, Chefoo and Tientsin	Kweichow	5 p.m.
FRIDAY, NOVEMBER 21.		
Swatow, Amoy and Formosa via Keelung	Amakusa Maru	9 a.m.
MONDAY, NOVEMBER 22.		
Iloilo	Yunnan	3 p.m.
Philippine Islands	Talthybius	5 p.m.
TUESDAY, NOVEMBER 23.		
Saigon	Devawongse	8 a.m.
*Swatowi and *Bangkok	Luchow	9 a.m.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central & South America & *EUROPE via SAN FRANCISCO. Registration 9.45 a.m. Letters 10.30 a.m.	Shinyo Maru	
Swatow, *Amoy and Foochow	Haicheng	11 a.m.
Straits, Bangkok, Calcutta and ADEN	Fooksang	1 p.m.
Amoy, *Shanghai and *North China	Shantung	3 p.m.
*Philippine Islands, *Shanghai, *North China *Japan via Nagasaki, *Canada, United States, Central & South America & EUROPE via VICTORIA. Registration 5 p.m. Wednesday, 24th Letters 5.30 a.m.	Africa Maru	
WEDNESDAY, NOVEMBER 24.		
Hoihow and Haiphong	Loksang	9 a.m.
Philippine Islands, Australia and New Zealand, via THURSDAY ISLAND. Registration 8.45 a.m. Letters 9.30 a.m.	Aki Maru	
Hoihow, Pakhoi and Haiphong	Kaifong	10 a.m.
*Shanghai, and *North China	Hopsang	5 p.m.
THURSDAY, NOVEMBER 25.		
Shanghai and North China	Sinkiang	11 a.m.
FRIDAY, NOVEMBER 26.		
Philippine Islands, *Shanghai, *North China, *Japan via Moji, Canada, United States, Central and South America, & *EUROPE via SEATTLE. Registration 8.45 a.m. Letters 9.30 a.m.	Toyobashi Maru	
Swatow, Amoy and Foochow	Haihong	11 a.m.
Straits, Bangkok, Calcutta and ADEN	Namsang	1 p.m.
SATURDAY, NOVEMBER 27.		
Shanghai, North China and Japan via Kobe	Atsuta Maru	10 a.m.
MONDAY, NOVEMBER 29.		
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES. Registration 8.45 a.m. Letters 9.30 a.m.	Inaba Maru	

* Correspondence bearing vessel's name only.

PACIFIC SHIPPING.

INTERNATIONAL RIVALRY.

GREAT BRITAIN AND JAPAN.

Mr. Kaichi Uchida, formerly Vice-Minister of Communications, who represented the Japanese Government at the International Seamen's Conference at Genoa, is of the opinion according to the *Japan Advertiser* that if there is international shipping rivalry in the Pacific, it will be between Japan and Great Britain, not America and Japan, contrary to the opinion of some Japanese shipowners and experts that the future activities of American shipping will have a vital bearing on the destiny of the Japanese mercantile marine.

"Before the war," says Mr. Uchida, "Great Britain held the foremost position among shipping countries, and she still retains it. Her fleet consists of about 20,000,000 tons, or two-fifths of the world's total tonnage. Germany was the second shipping country with 15,000,000 tons, but her present condition cannot, of course, compare with its pre-war status. America has developed her shipping since the war and now has a fleet of 15,000,000 tons, thus approaching the tonnage of Great Britain. Moreover, America is superior even to Great Britain in shipbuilding capacity, for which reason some experts say that America will take the foremost position before long.

AMERICA'S SHIPPING ILL-BALANCED.

"But is it not premature to regard the increase in shipbuilding capacity as an indication of America's rise as a shipping country? Not many years have elapsed since her shipping business was established; her shipping companies have no long-established connection with regard to the securing of cargo. For this last named reason America cannot stand competition with other marine countries. The development of her shipping is ill-balanced.

"In the circumstances it is not right to say that Japan and America are destined to compete with each other in the shipping trade of the Pacific. I think that the Pacific competition will concern Japan and Great Britain. The sponsors of the new Merchant Marine Act of America may vigorously insist on its adoption, but if the act is to be carried into effect, the existing treaties with America, must be revoked and other countries may take retaliatory measures.

"The other marine countries include France, Italy, Sweden, Norway, and Holland. France and Italy are inferior to the other powers in tonnage and ability, while the other three countries, though they have brilliant histories, do not now have wide connections. Competition from the shipping of these countries, therefore, is not likely to be important."

WEATHER REPORT.

Nov. 19th. 11A. 58m.—No returns from Shanghai.

Pressure has increased considerably over N. Japan, and decreased slightly to moderately elsewhere; a weak anticyclone covers N. China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0·04 inch. Total since January 1st, 105·86 inches, against an ave age of 81·59 inches.

Forecast for the 24 hours ending at noon on November 20th.

1.—Hongkong to Gap Rock. N. and N.E. winds, moderate; cloudy misty, occasional rain.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamocks. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

NOVEMBER 19, 1920.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.
Vl'divostock	6 a.	—	—	—	—	—	—
Namuro	6 a.	—	—	—	—	—	—
Hakodate	"	29.98	—	—	WSW	8	—
Tokio	"	30.00	—	—	SW	4	—
Kochi	"	30.06	—	—	SW	1	—
Nagasaki	"	30.10	—	—	—	—	—
Kagoshima	"	30.08	—	—	NNW	1	—
Oshima	"	30.04	—	—	—	—	—
Naha	"	30.09	—	—	—	—	—
Ishrijima	"	30.00	—	—	ENE	1	—
Bonin Island	"	30.09	—	—	—	—	—
Weihaiwei	6 a.	30.17	44	84	NE	1	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	—	—	—	—	—	—
Gutzlaff	"	—	—	—	—	—	—
Sharp Pk.	7 a.	30.01	64	93	N	1	r
Amoy	6 a.	30.01	68	91	NE	1	r
Swatow	"	—	—	—	—	—	—
Taiboku	"	29.99	68	96	—	0	o
Taichu	"	29.97	68	—	—	0	o
Tainan	"	29.94	68	—	N	2	b
Koshun	"	29.94	73	—	ESE	2	o
Pescadores	"	29.95	73	—	NNE	4	o
Canton	"	30.00	68	95	N	1	o
Hongkong	"	29.96	69	95	—	0	o
Gap Rock	"	29.94	—	—	NNE	4	o
Macao	"	29.94	66	96	N	2	o
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	7 a.	30.05	68	81	NE	2	o
Tourane	"	29.92	70	—	NW	4	o
C. St. James	"	29.84	77	—	E	4	o
Aparri	6 a.	29.89	73	94	—	0	o
Dagupan	"	—	—	—	—	—	—
Manila	"	29.85	72	96	N	1	o
Legaspi	"	29.84	79	90	NE	2	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.80	77	92	NE	4	b
Surigao	"	—	—	—	—	—	—
Guam	4.20	29.61	—	—	ENE	1	r
Labuan	6 a.	29.76	80	87	E	2	b

C. W. JEFFRIES, *Director.*

Hongkong Observatory, Nov. 19, 1920.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast p passing showers, q squall, r rain, s snow t thunder v visibility w dew, wet.
7. RAIN in inches tenths and hundredths.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet inches below mean sea-level

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

November 20 to 26, 1920.

Day of Week	Day of Month	High Water: Hongkong Mean Time	High Water: Height	Low Water: Hongkong Mean Time	Low Water: Hours
		h m	feet	h m	feet
Sat.	20	m 2 9	5.8	m 11 6	2.9
		5.59 a	5.6	11 42 a	4.8
Sun	21	m 4 14 a	5.7	m 11 47	2.9
		4 47	6.0		
Mon.	22	m 0 40	5.7	m 0 40	2.9
		0 25 a	5.6	0 14 a	3.0
Tues.	23	m 7 1	5.6	m 1 27	3.2
		7 1 a	7.2	0 48 a	2.1
Wed.	24	m 7 33	5.5	m 2 9	2.4
		7 35 a	7.7	1 31 a	3.1
Thurs.	25	m 8 50	5.5	m 2 50	1.7
		8 13 a	5.4	2 7 a	2.2
Fri.	26	m 9 44	5.4	m 3 22	1.2
		9 54 a	5.6	2 43 a	2.3

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer	29.90	29.96	29.90
Temperature	70	69	72
Humidity	90	95	89
Direction of Wind	NNE	CALM	W
Force	1	0	1
Weather	or	o	o
Rain	4.03	0.00	0.04

Highest open air Temperature on the 18th—71
Lowest open air Temperature on the 19th—68

T. F. CLAXTON, *Director.*

Hongkong Observatory Nov. 19, 1920.

ENTERTAINMENTS.

THE CORONET
TO-NIGHT, at 5.15 & 9.15
HAROLD LOCKWOOD
— IN —
"PALS FIRST"
Latest from Home in the Coronet Review
At 7.15 p.m.
"THE MYSTERY OF 13"
Episodes 1 and 2.

TEL. 2511. HONGKONG THEATRE. TEL. 2511.
TO-NIGHT! TO-NIGHT!!
at 5.15 & 9.15
FANNIE WARD
— IN —
"ON THE LEVEL"
by Charles Kenyon.

VISITORS AT THE HOTELS.

HONGKONG HOTEL.

November 18.

Miss N. de Graaf — Mr and Mrs Horne Bakker
Mrs M. Hussey — Mr V. Benjamin
Miss Johann — Mr and Mrs G. H. Mc
Mr S. J. Johnston — M. Bannerman
Sir Evan and Lady Jones — Miss E. Barry
Mr J. E. de Beauchamp — Mr E. M. Joseph
Mr R. Julian — Mrs E. R. Bellilios
Mr and Mrs N. B. Karanjia — Mrs F. Bennett
Mr and Mrs C. H. Benac — Mr P. J. Kearney
Mr & Mrs R. Kewley — Mr & Mrs V. Clair
Mr and Mrs S. Bisney — Mr J. J. Kino
Mr F. P. Brady — Mr S. H. Langdon
Mr G. Brennan — Mr and Mrs C. Lauritsen
Mr S. P. Brias — Mr and Mrs J. L. Broughton
Mr W. H. Lawrence — Dr G. W. Leavell
Mr J. A. H. Brown — Mr and Mrs T. M. Brown
Dr J. G. Lyon — Lett, Jr.
Mr and Mrs B. W. Brutton — Mr G. K. Hall
Livingston and 2 children — Mrs ten Brugge
Mr and Mrs F. E. Cate — Lorton
Mr G. G. Cerney — Mr G. Ludin
Mr P. D. Chandler — Mr and Mrs C. W. Chapman
Mr and Mrs W. A. Mallien — Capt. & Mrs Martin and son
Mr W. J. Coninck — Mr W. G. J. Coninck
Mr P. Marks — Mr L. J. Crowley
Mr A. J. Masterman — Mr D. R. Davies
Mr E. T. McCarthy — Mr N. B. Davies
Mr D. McMurray — Mrs P. M. Davis
Mr A. J. Miller — Miss L. M. Denman
Mrs F. Mooney and child — Mr V. H. Dent
Mr A. D'Estes — Mr G. A. Nelson
Capt. & Mrs Dixon — Mr and Mrs W. F. Ede
Mr W. W. Eastman — Neeson
Mr and Mrs C. M. — Mrs A. J. Paterson
Mr S. S. Parry — Mr E. Y. Euren
Mr W. F. Pike — Mr Wallace Farley
Mr C. P. Powrie — Engineer-Captain Forgie
Miss E. Proper — Mr and Mrs J. S. P. Ferguson
Mr and Mrs Beis and child — Sir Maurice & Lady Fitzmaurice
Mr O. F. Roberts — Mr and Mrs J. S. Forgie
Miss A. L. Rometsch — Miss L. A. Rometsch
Mr G. N. Forum — Mr G. J. Rudolph
Mr W. B. Fraser — Mr and Mrs L. W. Freyre
Mr and Mrs M. de Sheater — Capt. Squeland
Mr M. Gell — Mr R. H. Skelton
Mr and Mrs L. A. Goldsmith — Mr Sydney Stafford
Mr L. H. Stewart
Mr and Mrs J. M. Goodeno — Mr and Mrs R. G. Stone
Mr R. A. Gowen — Mr and Mrs W. D. Sullivan
Mr Y. Greaves — Mr and Mrs J. Grieve and child — Mr N. S. Taylor
Mr & Mrs Teisenra
Major and Mrs A. Gwyn — and child
Mr and Mrs O. P. Templeton
Mr and Mrs W. A. Hannibal — Mr and Mrs F. H. Tyson
Mrs G. Harrison — Mr J. Scott Harston
Mr E. de Vœux
Mr and Mrs T. W. Hindmarsh — Mr C. G. Weisbrod
Miss H. B. Wilson
Mr J. Hockwan — Mr and Mrs E. Winsley
Mr A. V. Hogg

REPULSE BAY HOTEL.

Mr & Mrs V. Clair — Mr and Mrs J. Cobbs
Mr and Mrs T. F. Madson
Mr N. E. Mullen
Mr & Mrs Ferguson — Mr and Mrs J. F. Hayes
Miss Liveright — Rosenfeld
Mr and Mrs H. Matheson

PEAK HOTEL.

November 17.

Mr and Mrs H. W. Allen — Mr & Mrs Jenkin
Mr and Mrs J. K. Jolly
Capt. Archer — Mr and Mrs R. W. Lee Jones
Mr & Mrs Ashton — Mrs Barker
Mr Konkolevsky
Mr R. E. O. Bird — Mrs and Miss Konkolevsky
Mr Birkett — Capt. & Mrs H. R. Lambert
Mr and Mrs D. K. Blair

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